



DEPARTMENT OF THE NAVY

COMMANDANT OF MIDSHIPMEN
U.S. NAVAL ACADEMY
101 BUCHANAN ROAD
ANNAPOLIS, MARYLAND 21402-5100

COMDTMIDNINST 3500.3A
PRODEV
17 Aug 10

COMMANDANT OF MIDSHIPMEN INSTRUCTION 3500.3A

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

Ref: (a) COMDTMIDNINST 1600.4B

Encl: (1) Examples of Training Opportunities
(2) After Action Report Format

1. Purpose. To establish the process for scheduling, planning and executing Saturday Morning Training (SMT) on Yard Patrol Craft (YP), 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 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. Seamanship SMT periods may additionally be used as an extra instruction period for Midshipmen to make up missed Seamanship and Navigation training evolutions.

3. Action

a. Chairman, Department of Seamanship and Navigation (SEANAV). Overall responsible for the Seamanship SMT program. SEANAV shall facilitate the use of all seamanship and navigation related training venues including classrooms, charts, YPs, and Bridge Simulators. The SEANAV Chairman appoints the Seamanship SMT coordinator and approves the Seamanship SMT schedule each semester.

b. Director, Naval Academy Sailing. Facilitates the use of Navy 44s, Zodiacs, and other Naval Academy Sailing assets for use during SMT.

c. Seamanship SMT Coordinator. Coordinates with the Brigade Training Officer to:

(1) Ensure that each company is assigned a Seamanship 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 Company Training Officer a Seamanship 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. Seamanship Training Liaison. Shall be assigned to each Company Training Officer by the Seamanship SMT Coordinator. The Seamanship Training Liaison will normally be assigned from the Seamanship and Navigation Department, but when Navy 44s or other Naval Academy Sailing assets are used for the seamanship SMT period, the Training Liaison shall be assigned from the Sailing Department. 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 Seamanship 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 Seamanship Training Liaison will serve as the principal safety officer for the event.

d. Company Training Officers. Shall be responsible for:

(1) Liaising with the Seamanship 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 Seamanship 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 Training Liaison 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 Seamanship Training Liaison will be notified immediately.

5. Operational Risk Management (ORM). The 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. Summary. As future officers in the Naval service, Midshipmen should avail themselves of every opportunity to hone and refine their maritime skills. The use of YPs, Navy 44s, and bridge simulators 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.

7. Review Responsibility. The Seamanship and Navigation Chairman is responsible for the annual review of this instruction.



R. E. CLARK II

Distribution:
Non-Mids (Electronically)

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 practical employment
 - 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

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AFTER ACTION REPORT FORMAT

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,

L. J. AUBREY

Copy to:
LT C. Nimitz, USN, SEANAV Training Liaison Officer

Enclosure (2)