

## **Departure and return procedure for the Navy 44**

- Once again, the Boat Information Book for the United States Naval Academy Navy 44 Sailing Training Craft is the final authority.
- Please do not change this presentation without my permission.
- Please do not duplicate and distribute this presentation without the permission of the Naval Academy Sailing Training Officer
- Comments welcomed!!

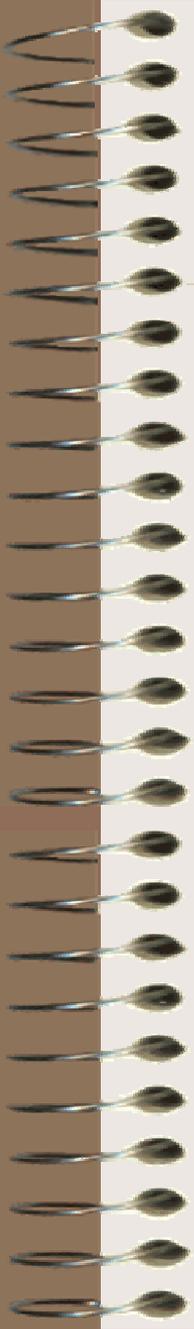
“Welcome aboard crew. Tami, you have the helm. If you’d be so kind, take us out.”

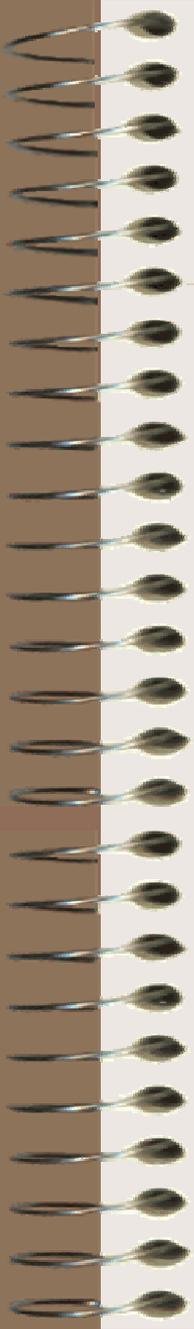
When we came aboard, we all pitched in to ready the boat to sail. We all knew what to do and we went to work.

- The VHF was tuned to 82A and the speakers were set to “both”.
- The engine log book & hernia box were retrieved from the Cutter Shed.
- The halyards were brought back to the bail at the base of the mast, but we left the dockside spinnaker halyard firmly tensioned on deck so boarding crew could use it to aid boarding.
- The sail and wheel covers were removed and stored below.
- The reef lines were attached and laid out on deck.
- The five winch handles were placed in their proper holders.



- The engine was checked: fuel level, fuel lines open, bilge level/condition, alternator belt tension, antifreeze level, oil and transmission level, RACOR filter, raw water intake set in the flow position, engine hours. This was all entered into the log book.
- Sails were inventoried. We use the PESO system. We store sails in the forward compartment with port even, starboard odd.
- The AC main was de-energized at the circuit panel. Shore power was disconnected and the power was unplugged at the dock **BEFORE** unplugging the power at the boat, and the power cord was left at the dock (out of the water).

- 
- Tami confirmed that the engine check had been complete, looked for lines in the water near the propeller, asked for Dick to turn on the engine alarm, and started the engine. She placed the throttle in the 10:00 position, adjusted to 1200 rpm to excite the tachometer, and then reduced to idle. She checked for a healthy overboard discharge for 30 secs (note, if the raw water intake is shut, there will be some water spit out of the back for a while until the engine runs out of water, so check it).
  - She observed the oil pressure and temperature gauges rise to operating levels.
  - She noted that the reefing lines were led out of the end of the boom and attached to the mainsail.
  - She removed the Stars and Stripes ensign from the aft end of the boom and proudly placed it in the flag holder and tensioned the backstay to 2000 pounds.



- The compass cover was stored in the hernia box, the jib sheets were removed from the line locker, stopper knots were placed in all of the lines, instrument were turned on, and a PFD was put on the pedestal. The main halyard was attached to the mainsail headboard (in case we lose power in the basin). Lots of activity, but with 10 able-bodied seamen, it just took minutes.

When Tami was comfortable that the boat was prepared to sail, she calls everyone to the cockpit for our departure brief.



“Good afternoon, is everyone ready to sail?”

Tami asks David to give the weather report.

David, like the rest of us, checked the local weather report earlier this afternoon and knows the wind direction and speed, potential weather fronts, ambient air temperature, local water temperature, sunset, and next tide. He gives his report.

Tami calculates that the ambient air temperature plus the water temperature is less than 100 degrees, so everyone must wear a personal floatation device. (Note: if it were more than 100, she would still require anyone who does not know how to swim to wear a pfd.)

She thanks Dave for his report.



Tami looks at the apparent wind instruments and it confirms David's anticipated wind report. He said there would be 15 knots of wind and she reads 10, because we usually lose about 5 knots of wind due to wind shadow in the Basin.

Based on the wind and training that we will perform, she chooses to fly a full main and #3 jib. This means that the jib sheets will be run through the foot block, under all dock lines, through the fairlead car 5 holes from the rear on the forward headsail track, inside the the lower and aft shrouds and outside the forward shroud, and attached to the sail. (Do not forget the stopper knot.)

Before every departure, we cover one safety issue. She covers the NAV brief.

Tami makes line-handling assignments: (the helm does not say “please”)

“Adam and Dick, man the port and starboard bow lines. Adam, man the bow lookout.

Michael and Ned, man the port and starboard spring lines.

Kenneth and David, man the port and starboard stern lines.

Chris, man the radio.

Any questions?”

We all move to our positions, and Tami calls out (so the bowmen can hear),  
“Stand by your lines.”

We call back, “Stand by your lines aye.”

Tami, calls out, “Take lines in hand.”

We take our lines off of the cleats **and get our lines outside the boat** and call back, “Lines in hand aye.” The bow and stern line handlers must uncross their lines.

Tami calls down to Christ at the radio, “Request permission to exit the Basin.” Chris receives permission and calls back up to Tami, “We have permission to exit the Basin.” Tami responds, “Permission to depart, aye”

Tami calls out, “Cast off the spring lines”.

Michael and Ned, call back, “Cast off the spring lines aye”. They fake their lines over the friendship line.

Because the wind is blowing across our port beam to blow us to starboard, Tami calls out, “Pull the boat to port.”

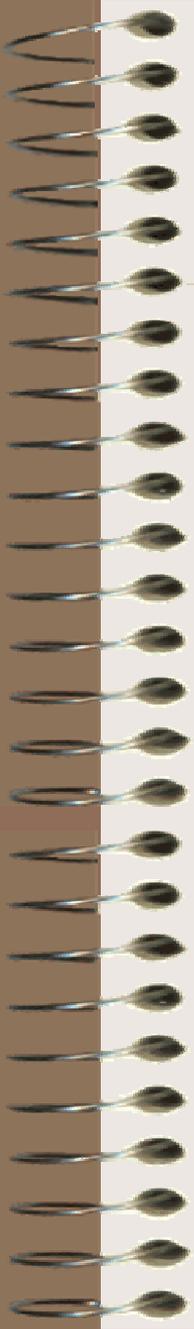
The two men on the port side call back, “Pull to port aye” and take in their lines.



Tami checks the position of the rudder indicator on the emergency tiller cover to insure that the rudder is in the amidships. She looks aft the boat to make certain that she will not back into anyone else leaving or entering the Basin.

Tami calls out, “Check for lines in the water,” and we all look around the boat to make certain that we have no lines overboard.

Tami calls out, “Backing,” engages the transmission in reverse, and applies reasonable power. She backs straight out of the dock until Adam, the bow lookout, observes that we have passed beyond the piling. He calls out, “Clear” and Tami responds, “Clear aye” and begins her turn.



Tami backs the 44 into wind (in this case to port), because this is the boat's natural tendency.

She engages the transmission in forward and exits the Basin with Adam at the headstay. Adam identifies incoming traffic rounding the entrance to the Basin and calls back potential collision information to Tami. In this case, there is no incoming traffic. Adam calls back "Clear" and Tami responds, "Clear aye."

Well done.

Four issues need further discussion:

## **VHF Radio**

When Tami asked Chris to request permission to exit the basin, the conversation was as follows:

“Santee Basin Control, this is NA-5. Request permission to exit the Basin, over.”

“NA-5, this is Santee Basin Control. Permission granted, over.”

“Santee Basin Control, this is NA-5. Roger out.” He then relayed that information to Tami at the helm.

Chris then set the radio to scan through 82A, 13, and 16.

## **Handling dock lines:**

The bow lines are used to center the boat. As the boat backs, the lines are thrown to the seawall.

The two people at the stern lines walk from the stern to amidships with lines in hand next to the pilings to keep the boat centered as it backs. They throw their lines over the pilings after they have walked past the shrouds.

The boathook on the friendship line can also be used to keep the boat to the windward side of the slip.

## The wheel:

---

The helm steers the boat straight back until the bow is clear. The 44 has a right-handed propeller and will back to port.

Be careful!!! The wheel feels light in your hands. **DO NOT LET GO OF IT!!!** If you let go of it, it will turn quickly to a stop and possibly break something—your wrist or part of the steering system.

## **Aye vs Very Well:**

We respond to orders with “aye” to simply avoid confusion or miscommunication. We use “very well” to acknowledge recommendations from subordinate stations.

When the navigator calls up to the helm, “20 minutes to shoal water, recommend course of 170.” The helm responds back to the navigator, “20 minutes to shoal water, recommended course 170. Very well.”

When the helm says, “Prepare to jibe. Release the starboard preventer,” the sailors handling the preventer, the port and starboard jib sheets, and the mainsheet all repeat the helm’s command followed with “aye”.

It might seem strange, but it is a safety issue. There is a lot of talking and noise on the boat, and we must all know that information has been heard and correctly understood for everyone’s safety as we deal with a 27,654 pound vessel in wind and waves.

## Returning the Navy 44 back to Santee Basin





We have had a good day of sailing and training. We turned on our running lights at sunset. The jib was furled and stowed. The main was flaked on the boom. The main halyard was left on the headboard in case we lose power in the Basin. Adam is going to bring us in. He needs to do three things before we start in.

- Assign line handling positions and also someone to handle the boathook.
- Check astern propulsion.
- Call Santee Basin Control for permission to enter the Basin. Remember that the VHF is on scan. Set to 82A before calling Basin Control.



Adam is going to bring us back to our same berth. The stern lines are on the pilings, the spring lines are flaked on the friendship line, and someone is thankfully holding our bowlines on the seawall to toss to us.

The wind is blowing out of the SE—on our port beam. Adam wants to enter the pier so as to pick up the **port (windward)** stern and spring lines at the windward piling. The person collecting these lines will stand at the forward shroud (widest part of boat). He will point the boat slightly toward the wind and the bow lookout will guide him in. The rest of us will get down so he can see.

The person with the boathook will position himself in front of the mast and reach out to lift the starboard spring and stern lines off the piling. He will hand these off to the two people handing those lines.



As soon as the starboard spring and stern lines have been handed off, the person with the boathook moves over to the port side of the boat. The boat will have a tendency to blow to starboard. The person with the boathook will hook the port friendship line just forward of the port shrouds and gently hold our bow to windward.

The spring line handlers will rapidly put their lines through the amidships closed chocks and bring them back to the primary winch.

Adam continues to ease the boat forward. The bow lines are thrown to the bow line handlers. The bow lookout calls out distance to the mark (yellow line on the pier).



The bowman calls out when we reach the mark.

Adam calls out, "Make fast all lines."

The spring lines are used to stop the boat.

The lines are adjusted and the boat is returned to the condition we found it.

The DC circuit is de-energized, the power cord is attached to the boat, and then the power is attached to the shore. AC power is confirmed at the circuit panel and the battery charger is activated. Reverse Polarity light is off.

Boat discrepancies are brought to the attention of the OIC, who returns them and the engine log book to the Cutter Shed.

## **Boathook discussion:**

- The best place for the sailor to stand who has the boat hook is just in front of the mast as the boat enters the slip. This allows him/her the flexibility to quickly move to port or starboard while not obstructing the view of the helm.
- His first responsibility is to pick up the windward spring and stern lines.
- His second responsibility is to hold the windward spring line if the bow is being blown to leeward. (The windward lines can always be eased to allow the boat to blow over to the leeward piling.)
- If the helm initially brings the boat in close enough to the windward piling, the stern and spring line handlers can lift their lines without help from the boathook. This frees the boathook handler to retrieve the leeward lines.
- When docking a 27,654 pound boat, remember “slow is pro”.

