

From: OIC Resolute, CSNTS Block XX
To: CSNTS AWARD Board

Subject: CSNTS McNITT AWARD NOMINATION ICO MIDN XXX XXXXXX

1. MIDN XXXXXX is a superb future Naval Officer whose performance and leadership during this CSNTS cruise were outstanding in every respect. It is a pleasure to nominate him for the McNitt award.
2. MIDN XXXXXX was the sole 1/C assigned to Resolute, and served as MIDN XO. The crew was originally planned to be augmented by an additional 3/C, but that individual was removed for medical reasons. MIDN XXXXXX rose to the challenge of a shorthanded and junior crew with enthusiasm and proceeded to gain the confidence and respect of all. He was proactive and tireless in chart preparation and began on the first day to get Resolute ready for sea. He was an active participant in formulating and executing the training plan for Phases I and II, and as the week progressed he took the lead on all training. His leadership was apparent in the pride that each of the crewmembers took in Resolute and in her readiness for the cruise. His organizational skills were superb, and were exemplified by a fair and effective watch bill, written documentation of training, and special assignments through the cruise.
3. MIDN XXXXXX came to Resolute as an experienced shiphandler and sailor, but nonetheless dedicated himself to enhancing his skills and learning as much as possible. He spent considerable extra time sailing with me and discussing training philosophy prior to the CSNTS training block, and he proved himself capable of taking new information on board rapidly and efficiently. He demonstrated mastery over sail trim including spinnaker handling. He exceeded my expectations, including largely replacing me in the instruction of the 3/C midshipmen. Following the 48 hour Phase II sail, the Resolute crew was the last to depart on liberty, having completed an extensive field day and preparations to get underway on Monday. Thus, on Monday, Resolute was the first to get underway, leading the fleet by hours. This performance was repeated at the remote port and was a direct result of MIDN XXXXXX's leadership. He also presided over training, cleaning, and maintenance while underway and kept to a daily routine that restricted sleeping by the crew to reasonable amounts while maintaining high morale.
4. As a Watch Captain his performance was outstanding. He required no supervision, and always kept me and the AOIC informed regarding status. He proved adept at responding to changing conditions, and at staying in compliance with the standing orders. He was sensitive to weather and to the capabilities of his section. I tasked him with supervising the opposite watch with the 3/C Watch Captain, and he did so enthusiastically. As a result navigation was smooth and proficient, sails remained in good order under difficult conditions, and I had confidence that I knew what I needed to know at all times.

5. As a "skipper in training", MIDN Xxxxxx excelled. He displayed remarkable talent at instructing junior personnel in shiphandling, and executed a difficult landing in Newport harbor flawlessly by employing a precise back-and-fill maneuver, with no input from me. He earned my recommendation for the D qualification early, allowing additional training for 3/C watch captains on cruise. Due to his initiative and expertise, two additional crew members completed PQS for the D qualification and will be recommended following completion of the requisite day cruises.
6. As supervisor of navigation, MIDN Xxxxxx gained my confidence early and facilitated the excellent performance of each 3/C navigation plotter. He demonstrated and demanded high standards, forcing reliance on visual plotting techniques by simulating loss of electronic navigation. Under his supervision night mooring in Block Island, docking in Newport, transit of Hell Gate, and negotiation of the Chesapeake and Delaware canal and the upper Chesapeake were completed confidently and without incident.
7. As supervisor of maintenance, MIDN Xxxxxx attacked small problems early and avoided large ones. Detailed sail inspections revealed small areas that were patched and gave no further problems. Sail repairs were completed underway (including a mainsail car) allowing us to keep sailing without jeopardizing the equipment. Careful attention was paid to wind conditions to avoid exceeding the limitations on individual sails, allowing us to return with our full complement intact. He took excellent care of the head by training ship's personnel, with the result that it gave us flawless service.
8. MIDN Xxxxxx kept Resolute under sail. Despite the fact that other squadron boats were motoring on several occasions, he was able to determine that during most of the cruise we could continue to make progress down the track under sail. He was enthusiastic in this regard and the crew was with him. As a result when other STC were running out of fuel on the return to Annapolis, Resolute had plenty and did not need to consider refueling enroute.
9. A mark of an effective leader is the ability to take on potentially unpopular direction from above and make it one's own. MIDN Xxxxxx supported me 100% and took ownership of my direction regarding field day, head cleanliness, liberty, and sleeping policies. To the crew there was unified leadership. This exemplifies the maturity with which MIDN Xxxxxx led the other midshipmen and it is highly unusual in a 1/C midshipman.
10. At the outset of this cruise I challenged MIDN Xxxxxx to be the best, and to have the best crew in every respect. The performance of the crew was exemplary and reflected his outstanding leadership. He did all I asked and then did more. He is the finest first class midshipman that I have seen in the CSNTS program.

I. M. OIC