



Bullhorn

Summer/Fall 2005

Commodore's Comments

We have just completed another successful summer and, as usual, it was a busy time with the completion of the most aggressive professional training program ever attempted here at the Naval Academy. Basic Seamanship Training successfully qualified 95 percent of the class of 2009 in the Navy 26 during plebe summer, our highest qualification rate ever. Plebe training was led by TAD Ensigns and, for the first time, a cadre of second class midshipmen, who did a superb job during classroom training and on the water instruction and qualification of our newest midshipmen, setting the foundation for their professional development in the future.

The CSNTS program completed 102 sorties over the summer, which included circumnavigations of the Delaware, Maryland, Virginia (DELMARVA) peninsula and transits to Newport, Rhode Island. We also completed 14 DELMARVAs for midshipmen skipper/XO re-proficiency training and eight boats completed in various racing venues. When you look at the sheer number of midshipmen trained, the number of boats on the water, and the support provided by all members of the Naval Academy team, it adds up to be just a spectacular performance by all hands. I would like to pass on my personal thanks to all members of the NASS team, including staff, faculty, and civilian volunteers, for making the summer of 2005 the most successful ever for our program. It was a true team effort, and I am most grateful for your efforts. There are more details about various program specifics in the following articles and I hope you enjoy the reports.

Personnel turnover is a fact of life in any military organization and this summer saw the departure and arrival of several key members of the Naval Academy team. Commander Gerard Vandenberg departed after four years serving as Deputy Director, Naval Academy Sailing. Gerard has been a key player in the growth and expansion of the program, and his strategic vision, insight and leadership were

critical to our success over the last four years. It is not an exaggeration to say that much of the success we enjoyed over the last several years simply would not have been possible without Gerard's hard work and perseverance. Gerard transferred to Washington, DC to work on submarine requirements and we will sorely miss him.



Our new Deputy Director is Commander Yvette Davids. Yvette is a former two-time [1987 & 1989] Inter-Collegiate Yacht Racing Association All-American Dinghy sailor, USNA class of 1989 and a Surface Warfare Officer. Her previous assignment was as Deputy Executive Assistant to the Deputy Chief of Naval Operations (Information, Plans, and Strategy).

It is also a pleasure to welcome aboard Mr. Jahn Tihansky, our new Varsity Offshore Sailing coach. Jahn is a long time Annapolis resident and comes to us from JWorld. He is a very experienced off shore sailor and a great addition to our team.

Allan Terhune, a Merchant Marine Academy alumni, joined us mid-summer assuming duties as our Basic Seamanship and Training Officer and our Junior Varsity Coach. Allan met the challenge of qualifying almost 1250 Plebes as Navy 26 Skippers – an unprecedented feat in the history of Naval Academy Sailing. In the Spring, he will be responsible for readying our Summer Sailing Detail in advance of the Class of 2010's arrival.

LCDR Steve Hertel recently arrived to replace

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BULLHORN

The official newsletter of
Naval Academy Sailing Squadron
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Annapolis, MD 21402-5043

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LCDR Bob Holmes, USN Ret

Send comments to Editor, BULLHORN, at
above address or email: holmes@usna.edu

LCDR Covington as Training and Qualifications Officer. Steve is an SH-60 pilot coming to us from Keflavik, Iceland.

I'd also like to welcome to the Robert Crown Team our 15 Sailors working in the Vandergrift Cutter Shed. They serve as Santee Basin Operations and run the check-out of weekend recreation sailboats for the Midshipmen. We're looking forward to the return of Craig Patterson who was injured at the beginning of the fall while working on his house. He's expected to recover fully and return to us in just a few months. In the meantime, thanks to Drew Sinnickson for throwing in his support. Thanks to Mike Collinson for assisting our Dinghy Shipwright, Bruce Kerr, while Bruce spends some time with his family to welcome our newest NASS Member to the Kerr family, a daughter named Sarah McKenzie Kerr.

By our next publication, two of our fine Lieutenants will depart the Navy. Please join me in bidding "Fair Winds and Following Seas" to Lieutenant and Mrs. Jeremy Butler and Lieutenant Rob Almeida. I'd like to thank them for their service to our Country. Their professionalism, dedication, and commitment to USNA Sailing has been instrumental to the success of our program. We wish them well. Furthermore, we want to wish every success to our Vanderstar Chair, Ralph Naranjo, who will be departing our organization at the end of October for a position with Passageway Magazine. Ralph has done a tremendous job shaping Naval Academy Sailing into the successful program we see today. His contributions to program enhancement and to the leadership development of countless midshipmen has been exemplary. He will be greatly missed, but I would like to take the opportunity now to welcome him to our volunteer ranks!

The fall sailing season and academic year are off to a great start and, as always, we appreciate your continued participation and support of the Naval Academy Sailing Squadron.

*Brian McCormack
Captain, U.S. Navy*

Régate des Ecoles Navales Etrangères - Edition 2005

On June 27th 2005, Midshipmen 3/C **Ian Gill**, 2/C **Ryan Field**, 2/C **Evan Scott**, and 1/C **Joe Dyckman** met to practice on a J-80 courtesy of J World. After a quick tune up, the midshipmen finished preparations for their trip and departed the following morning for France

At the opening remarks given by the French Naval Academy superintendent, we discovered that there would be nine teams competing. Naval Academies from Germany, Poland, the Netherlands, Spain, Belgium, and Portugal were represented. Race officials discussed rules and the boats, imploring meticulous care because the J/80 fleet was brand-new; any damage would make them 'very sad.' All the teams changed and then headed to the sailing center to draw boats and hit the water for some practice.



Helmsman **Ian Gill** led us to a first place start. The fleet

Winds increased to from 12-16 knots, with puffs up to 20. As the committee steamed out early in the afternoon, fog rolled in and significantly reduced the visibility. Some teams were having difficulty manhandling the asymmetrical spinnakers in the puffs, but the races started on time. By the time the first warning signal sounded, the wind had picked up to 20-25 knots.

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split into two with the leaders following us right and the other pack going left. We marked the leeward mark on GPS before starting, so we were able to lead downwind even though we could not see the mark. Surfing down wave faces at 17+ knots, we also saw some spectacular spinnaker work from other teams. During the second windward run, and especially on the final downwind, two other teams were within four boat-lengths. We managed to edge them out for a first place finish in the first flight.

The next two races, under planning conditions, were conducted without spinnakers. The Poles edged us out on the last downwind leg of the day, letting France sneak into second place. With scores of 1-1-3, we led Poland by a single point.

On June 29th, the committee conducted five races. Conditions were highly variable as was the competition. In good spirit, there were no protests, but many rule violations. Teams would barge with abandon and in six different languages, determining overlap at mark-roundings was somewhat tricky. Poland, France, and the US stood out as the top three teams, mostly covering each-other. The race committee did not intend to award redress. Ian Gill argued valiantly, yet could not get the French to concede second place. Consequently, we finished the regatta behind Poland and France. Later in the evening, l'Ecole hosted a barbeque and awards ceremony where we were presented with a half-hull and inscribed antique-style compass.

On Friday at the end of the day, Poland stood first, followed closely by the US only one point behind, and France held a tight third-place. The last three races were scheduled on June 30th. Spain came out of nowhere at the start, but Ian Gill was able to drive the boat higher and faster, eventually forcing them into our *dirtyies*. Poland broke far right, France went far left, and we took the middle. Spain and Portugal followed us up the first windward leg - the rest of the fleet followed closely behind. Rounding the mark after Poland, we loosely covered them down the course, dueling and defending all the way. France, having gone far course right, blasted in on starboard tack and forced us to gibe. After trailing those two teams to the windward mark, we decided to break off for the final downwind. The strategy did not pay off and we ended the race in third place.

Rallying and determined to regain our first-place spot, we won the second start of the day. With a boat-length lead, we were fetching the windward mark when the u-bolt pulled from the mainsheet traveler and left the main flogging. We tried to affect emergency repairs, but were unable to replace the tiny piece. Drifting, we were towed back to the committee, where they delayed the next flight

while temporary repairs were made. With average breakdown points, we figured, we would land a solid second as long as France finished behind us. During the last race we successfully covered France and finished third.

Returning to the dock, we discussed how unfortunate it was to have a breakdown at such a crucial point, but that races had been fun and that was just the nature of the sport. Ian Gill and Ryan Field returned to the sailing center to file for breakdown points. Apparently, were given free-time during the day and we headed into Brest to look around and have some lunch. **LT Chris Perry**, our officer representative, insisted that we eat as the French do, which consisted of a meal of three courses and beverages served in a particular order. Afterward, we toured a large ancient fort that also serves as French naval headquarters.

The highlight of the trip (except for the competition, of course) was the ball on Friday night. Dinner for 2,000 international military officers and their guests began at 2100. At 2300 there was a break for crepes and cider, accompanied by a choral concert. The on-the-water fireworks display was coordinated with an intense soundtrack, hundreds of lights, and flame throwers. Champagne was served as people migrated inside to the dance floor around 0030. Music began with traditional waltzes and foxtrots, but quickly morphed into more modern music.

By 0700, people slowly wandered back to their homes and our team took a short nap before heading off to Paris. The return trip to Paris went fairly well and all but Evan Scott slept to recover from the long night before. We had a two hour window to see Versailles, and we took scenic back roads to get to the palace. The Renaissance grandeur of the palace was stunning and it was easy to imagine it as a spear point of the French Revolution.

After checking into our hotel in Montmartre, we ate the 'last supper' - our last French dining experience. Given our limited time in Paris, the five of us decided to do a tour by night. Walking, we went to the Sacre Cour, the Eiffel Tour and the Champs Elysee. Evan Scott literally ran by the Louvre. Before retuning to the hotel for some shut-eye, we stopped at an all-night Greek restaurant for sandwiches. Hours later, we arrived at the airport, where we all said goodbyes and headed home.

From the Journal of Midshipmen 3/C Ian Gill, 2/C Ryan Field, 2/C Evan Scott, and 1/C Joe Dyckman

Letter to the Editor

Many thanks for your help.

Because we have moved out of the "maritime-commuting-zone" near Annapolis we have not met any NASS members for some years, consequently, it is a pleasure to meet you via phone and e-mail.

I started sailing with NASS in about 1962 when the organization was probably at an all-time low in terms of members' active participation. As a young bachelor I found much enjoyment in helping to re-build member's interest and cooperation as well as injecting some enthusiasm with the mids - especially the plebes from Iowa or Kansas who had never before been on a boat of any kind - what fun!

I am reminded that when I began sailing with the NASS, the old Luder's yawls had no engines - this fact alone made us all better sailors; because you simply had to know how to use mother nature's forces and temper tantrums to the fullest.

Those mooring buoys close to the rip rap on Trident Point were a true challenge when wind and current were not optimum and of course on Sunday afternoons when we brought the plebes back from the weekend sail there always seemed to be a crowd of spectators there to see if we failed to make a clean mooring - even the Admiral and the Commodore sometimes came by.

I was not happy when the 44's were converted from yawls to sloops - because learning to sail well - under all conditions - is best taught with a two-masted split sail plan - I often wonder why an institution such as US Naval Academy would not see the wisdom of using a two-masted rig without engines as the more ideal system for learning the fundamentals of sail.

Well - enough reminiscing - and once again my thanks for your consideration and assistance.

Jerry Gore

NASS Member since 1962

Midshipmen Look Promising at Annapolis Race Week

The Navy Varsity Offshore Sailing Team fielded five boats in the Annapolis Race Week this past holiday weekend and after only two weeks of practice and crew development, put forth a credible showing in each class entered including a couple of exceptional individual races.

Annapolis Race Week is an annual three-day regatta hosted over the Labor Day Weekend by Chesapeake Bay Yacht Racing Association, Annapolis Yacht Club, Eastport Yacht Club, Southern Maryland Sailing Association and Tred Avon Yacht Club. One-hundred and eighty-four boats competed among 15 separate classes. The conditions for racing were ideal with light to moderate northerly winds prevailing throughout.

Navy crews sailed three of the eight boats in class A0 with Skipper Chris Canales' *Hellcat* crew finish-

ing third overall (losing second on a tie breaker). Team Captain Greg Storer's *Javelin* was five points back in fourth, and Greg Nannig's *Columbia* finished sixth. Each of the A0 boats competed with a crew of 12 Midshipmen.



Columbia (ex Ramrod) Prepares to Race

[Photo credit: Bullhorn]

In the A2 class, Skipper Rebecca Islin led her crew of eight aboard the Navy 44, *Swift*, to 14th of 21 overall, but finished strong with a daily fifth-place showing in Monday's racing.

In the J105 class, Joe Campbell, skippering *Allegiance*, got off to a strong start by winning race one, but he and his crew of five struggled with consistency for the remainder of the regatta finishing 11th of 17.

With a full schedule of weekend racing slated for the fall, including intercollegiate events in late September and late October, VOST looks forward to improving our performance and winning more events.

Chris Forman , Navy Sports

CSNTS

MIDS CAN TAKE THE HEAT

It was more than worth it.

For the skippers to-be, the training was extensive. But with that chapter of our lives now complete, evidence of how the preparation was merited became apparent from day one.

The first day, the our NA-19 Bold crew set sail upon the Chesapeake; we had to rely upon our knowledge from the previous weeks and months. Facing intense and repeating squalls, the first-class leadership demonstrated their abilities supremely. The 3/C midshipmen proved that they could, in fact, take the pressure as well. This momentum continued on throughout the duration of the weeks in moments of serenity and turmoil.

Once we headed for Newport, I was impressed by the degree of interest and talent aboard my boat. Looking back, as a skipper, I gained an immense amount of confidence in the abilities of my XO as



well as my youngsters. At the same time, I realized I did have the proficiency, nautically and leadership-wise, to complete the mission all the way to Newport, RI.

MIDN 1/C Michelle Aleszczyk

NAVAL ACADEMY WINS 2005 INTERCLUB TEAM RACE CHALLENGE

Saturday, 27 Aug 2005

Annapolis Yacht Club and J/24 Fleet 8 hosted the 2005 Interclub Team Race Challenge, a three-on-three team race sailed in J/24s on the Severn River. Teams representing the Eastport Yacht Club, Annapolis Yacht Club, Severn Sailing Association, and the Naval Academy Sailing Squadron competed in the one-day, triple round-robin event. "This is the first year the event has been a real team race, instead of a fleet race with a team score," said Fleet 8 Captain, David Bonney.

The racing was conducted in local J/24s with mains and jibs only and crews of three. On the Friday before the regatta, team race guru (and Navy coach), Gavin O'Hare, gave a brief presentation on the tactics of team racing to the regatta participants. Thanks, Gavin! Race committee was provided by AYC, and PRO Jack Lynch ran an exceptionally smooth operation. Many thanks to Jack and AYC! In the triple round-robin format, each team would race each other three times, with the most overall wins determining the winner. In the event of a tie, the winner would be decided by the results of the head-to-head matches between the two tied teams.

Racing started Saturday morning with 8-10 kts south-southwesterly winds on a very short windward-leeward course with an offset. In the first round robin, the AYC team dominated, 3-0, while the Naval Academy team defeated SSA but lost to EYC and AYC. EYC went 2-1, while SSA dropped all three matches.

The second round robin turned the regatta upside down. SSA turned it around and won two of its three matches, while the EYC team only managed one win. The regatta-leading AYC team dropped all three races, while the NASS contingent recorded three consecutive victories, including a 1-2-3 romp of AYC as the breeze died and shifted east. At the end of the second round robin, the Naval Academy team was clinging to

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the lead with a 4-3 record. Annapolis YC and Eastport YC were tied one point behind at 3-4 each, while SSA stood at 2-4.

Jack Lynch hoisted the AP as the breeze pattered out and started to shift toward the southeast. Within half an hour, the breeze had filled in at 4-7 kts and the racing was underway again. AYC got back on their game and won their first two matches against EYC and SSA, challenging the leading Navy team. Meanwhile, the Naval Academy team was in a hard-fought duel with the SSA team after botching the start of the race. On the final beat, the NASS team rounded 2-3-6 and engaged in a furious duel with the Severn team to bring their 6th-place boat up. Navy skippers Dave Parker and Stephen Gay balanced their pairs while Rob Ramirez escaped a cover and went for speed. At the finish, the SSA team took the 1st, and moments later the five other boats crossed the line, all overlapped. Navy had the 2-3-4 and the win. Relieved by their success, the Navy team pulled in a clean 1-2-3 win against EYC in their next match.

The final match of the day turned out to be the one for all the marbles. AYC had a 5-3 record and the Navy team was 6-2. If AYC were to win the match, the records would be tied at 6-3, but AYC would get the nod, based on their head-to-head record against the NASS squad. AYC nearly swept the race off the start line, but the NASS team was able to draw a foul right off the line. AYC's Tony Parker led teammate Angelo Buscemi and Navy skipper Rob Ramirez to the left side, while Dave Parker and David Bonney worked the middle. Navy's Stephen Gay had bailed out to the right side. As the pressure filled in right to left, David Bonney worked into the lead at the windward mark, followed closely by two Navy boats, Dave Parker and Stephen Gay. With the other Navy boat in last, AYC was leading the race at the windward mark.

Navy's Parker and Gay split to the course right side, seeking better pressure, while Ramirez rode a zephyr down the left side. AYC's Parker and Buscemi tried to sail low down the middle and were both crossed by Ramirez coming flying across on a hot angle, while the other Navy boats pushed low in good pressure on the other side of the course. Around the leeward mark, Navy had a solid 2-3-4, and AYC's Bonney dropped down to make a last-minute play. A quick luffing duel ensued between Bonney and Gay, with Bonney eventually tacking out and finding that Navy's Dave Parker was crossing, as he had kept the boat going fast while Bonney had been engaging the other Navy boat. Navy crossed the line 1-3-4 for their 7th win and the title.

"The racing was a lot closer and more action-packed than I expected," said the Navy team leader, ENS Stephen Gay '05. "We [Navy] didn't have anything like the experience some of the other teams had in J/24s, but the short courses helped make team race experience more important than boatspeed," he added. Navy's skippers had spent the preceding season racing together on one of the Naval Academy's practice team race squads and put this experience to good effect, making up for their lack of experience in the J/24. Awards were presented at a barbeque hosted by AYC after the racing. Many thanks to AYC for hosting an exceptionally fun event!

Helming for AYC was Tony Parker, Angelo Buscemi, and David Bonney. Eastport Yacht Club was represented by David Malkin, Pete Kassal, and Mike Hobson. SSA's skippers were Doug Wilson, Paul VanRaven-swaay, and Vince Kalish. The Navy team consisted of MIDN 3/C David Parker (skipper) sailing with MIDN 3/C Kevin McGill and MIDN 3/C Krysta Anthony, MIDN 3/C Robert Ramirez (skipper) sailing with MIDN 3/C Mike Mullee and MIDN 4/C Andrew Hotckiss, and ENS Stephen Gay (skipper) sailing with MIDN 2/C Catherine Long and boat owner Jack Machlin.

Final Results: NASS: 7-2, AYC: 5-4, EYC: 4-5, SSA: 2-7

Marion-Bermuda Race

The Navy Varsity Offshore Sailing Team once again proved themselves to be the preeminent collegiate ocean racing team this summer as four of its boats completed the semiannual Marion to Bermuda Yacht Race. The race, which began off of Beverly Yacht Club in Marion, MA, ended some 645 miles later off of ST. David's Light in Bermuda. The four Navy entries relied solely on celestial navigation to successfully complete the race, a feat that only 13 of the 76 even attempted. Despite not hav-



American Promise crew pauses for a team shot.

[Photo credit: Bullhorn]

ing the global positioning systems and downloadable Gulf Stream plots (information available to all other boats not in the celestial division), Navy entries finished the race in excellent position in the overall results. *Swift*, a Navy 44 skippered by MIDN I/C Colin Chandler, received the Bartram Trophy for the best performance by a Service Academy or an ROTC yacht, and the Naval Academy Trophy for the best performance by a Chesapeake Bay yacht. *Mameluke*, Navy's recently-donated Nelson-Marek 50-footer skippered by MIDN I/C Greg Storer, was also the recipient of the Blue Water Sailing Club Board of Governors Trophy as the first monohull yacht to finish the race.

Other Navy entries included *American Promise*, a Hood 60 skippered by MIDN 2/C Joe Campbell, as well as *Vigilant*, another Navy 44 skippered by MIDN I/C Pat Collins.

Conditions were trying during the race, with wind conditions exceeding 25 knots in the Gulf Stream, yet dropping to zero just south of it, forcing many teams to drop their headsails and bob in the glassy sea waiting for the wind to fill in. However, all of the midshipman participating agreed that it was an excellent test of seamanship and of their resolve to win the race. In the minds of these midshipman and those who raced before them, there is no better test of sailing skill than a small-boat race to Bermuda.

MIDN I/C Greg Storer

Tihansky jumps ship, accepts academy offer

By BILL WAGNER, Staff Writer

When the Naval Academy initially approached Jahn Tihansky about leading its offshore sailing program, his response was "Thanks, but no thanks." After all, Tihansky was the owner of a business he spent 12 years building. The 43-year-old West River resident could not simply walk away from J/World Annapolis, his performance sailing school.

CDR Gerard Vandenberg, the Deputy Director of Naval Academy Sailing, did not give up so easily on the candidate he had identified as the ideal replacement for Brad Dellenbaugh. Vandenberg had learned about Tihansky through Dan Rugg, director of Navy's Command Seamanship and Navigation Training School. Rugg had once employed Tihansky at a Hood Sailmakers loft in St. Petersburg, Fla., and knew all about his success in training sailors through J/World Annapolis. "Navy persisted in pursuing me and eventually convinced me to sit down for a lunch meeting," Tihansky said. "Commander Vandenberg was very convincing, and I just felt like this was an opportunity I could not pass up."

Earlier this month, Tihansky agreed to succeed Dellenbaugh, who resigned last February after 13 seasons as Director of the Varsity Offshore Sailing Team. "This is very new territory for me. I'm going from being in charge of a small company to being part of a complex organization," Tihansky said. "It's exciting but daunting. I am learning as I go."

Tihansky, who started full-time on Aug. 15, spent several weeks getting a handle on the administrative side of the job. With the arrival of Midshipmen last Monday, he has been out on the water teaching the basics of sailboat racing. "It's been nice to get out on the water and do what I do best," said Tihansky, who was training a group of Mids aboard the Farr 49 *Hellcat* in heavy winds on Tuesday afternoon. "My forte involves hands-on coaching and instruction." Tihansky will retain

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Lima Company Wins Blakely Cup Regatta



4/C team of Will Arnest, Kellen Browne and skipper Taylor Latham after winning the 2005 Blakely Cup for the Plebe Summer Sailing Championship.

Photo credit: LT Rob Almeida]

Second Place went to Delta Company with a 4/C team of Thomas Oberdorf, Brian Warren, Nathan Durham and Taylor Johnson. Golf Company grabbed Third Place with their team of Andrew Vann, John Michael King, Sarah Gregory, and Trisha Kutiewicz.



CDR Gerard Vandenberg congratulates Golf company team members Sarah Gregory, Trisha Kutiewicz and (Andrew Vann) for winning 3rd place in the 2005 Blakely Cup [Photo credit: LT Rob Almeida]

The remaining finishers were: 4th – Echo, 5th – India, 6th – Hotel, 7th – Charlie, 8th – Foxtrot, 9th – Bravo, 10th – November, 11th – Oscar, 12th – Papa, 13th – Alpha, 14th – Kilo, 15th - Mike. Great job by all and congratulations to the winners.

Allan Terhune, Director Basic Seamanship Training

Sound Bites:

Gavin O'Hare, Coach of the Intercollegiate Dinghy Team, is awaiting word to see if his bid for USNA to host the 2007 Co-ed Dinghy and Team Racing National Championship will come to fruition. Still under discussion, the final selection should be announced after the Intercollegiate Yacht Racing Association Annual Meeting in January 2005.

Joni Palmer, NASS Finance & Administration, made her mark at the 2005 U.S. Women's Sailing Championship, winning US SAILING's Adams Trophy for a second time, having last won it in 2003. In 2004, Palmer came very close to winning the Women's Championship, finishing second. This time around, Joni had it all under control, winning four of the Championship's ten races, and, with 22 points total, finished nine points ahead of her closest competitor. Sailed in Flying Scots, the annual Championship was hosted this year by American Yacht Club in Rye, N.Y.

Dan Rugg, NASS Sailing Master, competed in the Hinman Masters Team Racing Championship, held this year in Larchmont, NY. Dan and his team were defending their 2004 Champions but were forced to relinquish the title this year.

The **Robert Crown Center** is now available to host special events. For more details and information on reservations and costs, please contact: [Ms. Joni Palmer at \(410\) 293-5615 or jpalmer@usna.edu](mailto:Ms.Joni.Palmer@usna.edu)

2005 Oxford Race - a Windless Win for Navy

How can a regatta that started out as pretty as a picture in *Sail* magazine, end up as an exhausting test of patience? On Saturday 17 September, NASS was on the race course early, checking in the 184 boats that had registered for the 51st Annual NASS Race to Oxford. The sun was shining and there was a gentle breeze of about 8 kts from the Northwest to keep the boats moving very nicely as they checked in and prepared for their start. The RC was alert and handled the 16 individual class starts with precision as they sent the One-Design and PHRF classes down the Chesapeake Bay toward Thomas Pt. in a glorious scene full of colorful spinnakers on an ebbing tide. That was the good part!

Before long, the wind decided to go somewhere else and stranded the entire fleet in the middle of the race course off Tilghman Island.

Of all the boats that started, only three PHRF A0 boats made it to the finish line at the Tred Avon Yacht Club in Oxford before the time limit of 1900 arrived, ending the regatta. Most boats retired from racing and motored in to Oxford as the sun was setting.

Crossing the finish line of the 29.2 nm course in 1st place was Jim Muldoon's *Donnybrook*, 8 1/2 hours after she started, followed 1/2 hour later by *Columbia*, with MIDN 2/C Greg Nannig at the helm, and just ten minutes before time expired, *Hellcat*, skippered by MIDN 1/C Chris Canales crept across the line.

At the reception following, CDR Yvette Davids and TAYC Commodore, Bill Chapman presented the TAYC Navy Trophy to MIDN 2/C Greg Nannig for being the Navy boat with the best corrected time.



Columbia (ex *Ramrod*) Crossing the finish at Oxford
[Photo credit: Bullhorn]



Hellcat (ex *Canvasback*) Returns to TAYC—her old homeport [Photo credit: Bullhorn]



MIDN 2/C Greg Nannig accepts the Navy Trophy from NASS Vice Commodore, CDR Yvette Davids and TAYC Commodore, Bill Chapman
[Photo credit: Bullhorn]

Visit our new NASS website at: <http://www.usna.edu/Sailing/homepage.html> or www.usnass.org

We have been able to reuse the old NASS website address [www.usnass.org] so, if you still have that bookmark in your web browser, you can use it to connect to the new site.

New NASS Members

We welcome the following new members since the last issue of the Bullhorn.

Participating Members

Ned Jones
Middletown RI

John Shedel
Annapolis MD

Karl Hutchinson
Edgewater MD

72 New CSNTS Cruise Volunteers

Supporting Members

MAJ John Cavedo
Lorton VA

Lt.Col. Art Collins
Crofton MD

Michael Cotton
Warwick RI

Richard Gilbert
Annapolis MD

Fred Hamilton
Tampa FL

James Loach
Annapolis MD

Carolyn Mollenkopf
Baltimore MD

LCDR Garron Morris
Great Mills MD

Joe Shevenell
Cape Elizabeth ME

Jim Santelli
Oyster Bay NY

Doug Smith
Annapolis MD

In Memoriam

We bid farewell to deceased members.

Susan Nolan
Bethesda, MD
Early Spring 2005
Member since 1993
Wife of Former Vice Commodore
Jim Nolan

Dr. Keith Wold
Boca Raton FL
Died in 2003
Member since 1977
Donated **Avenger**

Britannia Royal Naval College Centenary Regatta

22-28 July 2005

In July of 2005 a team of six midshipmen taken from the Varsity Offshore Sailing Team and Intercollegiate Sailing Team of the United States Naval Academy traveled to Dartmouth, England, to participate in the Britannia Royal Naval College's Centenary Regatta. The regatta was sponsored by the Naval College. The six midshipmen were 2/C Rebecca Islin, 2/C Tim Marshall, 2/C Lauren Sutehall, 3/C Greg Ewing, 3/C John Hayes, and 3/C Mike Scott. The officer in charge of the team was LT John Holmes, a liaison officer already stationed at the Naval College.

Sunday evening everyone was in choker whites for the regatta's opening reception. The Commodore of the Naval College welcomed the nine foreign academies' teams to the college, reminding everyone to enjoy themselves and make friends. The group adjourned to the Gunroom for dinner and spent the rest of the evening in the Wardroom.



The team spent Monday practicing on the British boats and preparing for the following day's competition.

Tuesday, 26 June:

We began Tuesday competing in the gigs as part of the first heat. The top three boats of the heat would then proceed to the finals. We fought the strong River Dart currents to the finish line, but try as we might, we were not one of the top three boats.



We moved next to the second heat of dinghy racing. Sailing with the pairs we formed the day before, we

glided with the current to the upriver start and began to test the winds. The multiple bends, inlets, and shallows of the River Dart leads to rather fluky wind and current conditions, which made sailing on it that much more challenging. Team US had an advantage in that we were all sailors. Still, the non-sailors in the fleet of 18 boats made tactics virtually impossible around the starts: A game of bumper boats ensued, with each team shouting rules in their respective languages. "Starboard" does not mean anything in Russian.

After escaping the cluster at the start, the three US boats began to reach and beam reach towards the windward mark. Lauren and Rebecca were third in the fleet for most of the race, but on the last leg got stuck in dirties and finished eighth in the fleet, with the two other boats coming in tenth and eleventh.

After a break with the supplied bag lunches, all the teams but four loaded into the PBs for the yacht race. With only four boats, BRNC decided to have three heats of races, with the top team from each heat competing in the final race. The first heat headed out on the Pegasus 38s to the race course, set at the mouth of the River Dart in the Atlantic. By this time in the af-



ternoon, the wind was gusting 20 knots, the waves were 3 feet high, and the rain was shooting sideways. The start line was parallel to the wind, allowing a beam reach for the first leg of the course, a short quarter of a mile, to a red buoy. After rounding the buoy, the boats beat upwind towards a cardinal mark over a mile and a half away and then downwind to finish at the start line. The first race lasted nearly forty minutes, with Chile winning.

Zodiacs ran between the PBs and yachts, and Team US soon found ourselves on our Pegasus. We were in the second heat, and the race committee confused its sound and flag signals, so we thought there was still a minute to go in the starting sequence. We were last over the line, but we overtook the Irish and Russians by the mark.



We could not pass the Spaniards by the finish, although we made considerable gains on them. The Germans won the third heat, and Chile won the finals.

As soon as the PBs reached the docks, we were running back to our rooms to change for the sports competitions and then up (another) hill to the fields. We started off playing the Russians in Swedish lob-ball, a game resembling cricket in which the batter attempts to hit a rugby ball with a cricket bat while running between two bases and trying to keep the opposing team's pitcher from hitting a pole behind the runner. We had six players to Russia's nine, but we managed to keep the score fairly close, the number of runs being dependent on the number of players.

We then squared up to the Spaniards in a game of tug of war. We lost three of the four rounds to the stocky football players. We did, however, beat the Irish at volleyball. We completed the afternoon with a game of three-legged football played with a gigantic rubber ball against the international students at BRNC. Neither team could score, so it was a draw, and we retired to dress for dinner.

Wednesday, 27 July:

The morning began like all others, and we arrived at the river to compete in the Maneuvering under Power competition. The MUP event consisted of rowing a small, inflatable row boat, driving a whaler, and driving a picket boat. A team of six would start on the dock, and two to four members would paddle in the rowboat out to the barge to pick up the whaler. After unloading the rest of the crew, the whaler would stop by a buoy to pick up the PB number that the team would drive. They then traveled across the river to beach the whaler to rescue their na-

tion's flag. Zooming out to the moored PBs, they then transferred to the PB, which they either slalomed backwards between buoys or backed into a narrow slip to re-

trieve another flag. They moored the PB on its original mooring, retrieved the whaler, switched it with the dinghy, and rowed back to the dock.



The team with the best time won the event. We finished less than thirty seconds behind the Germans. The teams with the best times overall were selected to compete in the MUP finals. However, the currents favored the teams who competed in the third heat. The first heat took nearly forty minutes to complete the course; the second took almost thirty; and the third took less than twenty. All competitors received a glass tankard and rugby jersey embroidered with the Centenary Regatta emblem. The Chileans won the regatta, gaining possession—for a few moments—of a large silver bowl that would later have the team's name engraved on its base.

That night the international competitors joined the junior class at the college and the officers off a British mine hunter for a traditional mess night. All dressed in their navy's choker white or mess dress equivalent for the evening.

All of us on the trip thoroughly enjoyed the regatta and our time in England. We appreciated the chance we were afforded to meet midshipmen from other countries, learn about their academies, and hear about their navies. As the Commodore said at the opening reception, the regatta was about making friends. While we did not win the regatta, we certainly made friends.

Shields Trophy

10 intercollegiate teams competed for the 2005 Shields Trophy the weekend of September 24 & 25. Conditions for the regatta were ideal with winds in the 10 - 16 knot range both days. A total of 8 races were completed with six different teams each winning at least once.

Cal Maritime took control of the regatta on Sunday and finished with 24 points, 8 better than second place Mass Maritime. The US Merchant Marine Academy finished 3rd while Navy wound up 5th.

The top 5 MAISA teams qualified for the McMillan Cup which ran October 22 & 23 [see article on pg. 13] at the US Naval Academy. For more information, contact Jahn Tihansky, director Varsity Offshore Sailing Team Us Naval Academy tihansky@usna.edu 410-293-5608.

Team	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Points	Place
Cal Maritime	3	3	2	5	2	1	2	6	24	1
Mass Maritime	4	7	7	1	4	2	4	3	32	2
Kings Point	2	4	4	4	1	4	7	7	33	3
Coast Guard	5	9	1	2	8	6	5	1	37	4
Navy	1	5	9	7	3	3	6	6	40	5
Washington College	6	8	3	8	7	7	3	2	44	6
St. Mary's	8	10	6	3	6	9	1	5	48	7
Maine Maritime	9	1	5	6	9	8	8	8	54	8
NY Maritime	7	2	10	10	5	5	9	10	58	9
Cornell	10	6	8	9	11	10	10	9	73	10

(Continued from page 7)

ownership of J/World Annapolis, but has relinquished his director duties. Dan Wittig, head instructor at J/World the last three years, will take over day-to-day operations with the assistance of client services manager Amy Ironmonger. "I will serve as somewhat of a CEO, which seems silly to say with such a small company," Tihansky said. "I will remain in close contact with Dan and Amy to provide direction and advice. If a crisis arises, I am close enough that I can help out." Tihansky hopes to continue leading J/World teams at such major regattas as Key West and Screwpile, provided they fit into his new schedule.

For now, Tihansky's full attention is on Navy's Varsity Offshore Sailing Team, which will enter five boats in this weekend's Annapolis Race Week. *Hellcat* and two other donated Farr 49s - *Javelin* and *Columbia* (the former *Ramrod*) - will sail in PHRF A0 while a Navy crew will also compete in J/105 class. Navy's offshore team, which last Spring placed second in the venerable Kennedy Cup and captured the bronze medal at US Sailing's Offshore National Championship, currently numbers around 50 members. While Tihansky is focused on quality over quantity, he would like to build the roster back to the 70-80 range by next fall.

Vice. Adm. Rodney P. Rempt, Naval Academy superintendent, has issued a mandate to increase the role of the overall sailing program in the training of midshipmen. "Admiral Rempt believes sailing is a tremendous breeding ground for developing leadership and teamwork. He has set high goals in terms of numbers and accomplishments," Tihansky said. "I could not agree more with his philosophy. Anytime the Mids are out on the water, especially the open ocean, they are learning the skills necessary to serve in the Navy."

Tihansky, who arrived in Annapolis 18 years ago to work for Larry Leonard at Sobstad Sailmakers, has extensive experience in teaching basic seamanship as well as advanced racing skills. J/World conducted extensive corporate team-building, which dovetails nicely with Tihansky's new role. At J/World, Tihansky trained novice sailors aboard a fleet of seven J/80s. He now has fleets of Colgate 26s, Navy 44s and high-tech donated raceboats at his disposal. Starting next spring, the academy will take delivery of 30 new 44-footers designed by David Pedrick.

"The resources the academy provides for sail training are unequalled in the world," Tihansky said. "Admiral Rempt's renewed emphasis has sparked a huge renaissance in Navy sailing, and I feel fortunate to be apart of it."

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NAVAL ACADEMY SAILING SQUADRON PARTICIPATES IN 2005 ANNAPOLIS BOAT SHOW



Manning the NASS booth at the Boat Show:

**VOST Asst Coach, Peter Carrico,
NASS Volunteer, Freida Wildey,
JVOST Asst Coach, LT Rob Almeida,
and
VOST member,
MIDN 3/C Jesse Simmermon**

Thanks to the entrepreneurial capabilities of QMCS Tony Bastidas and Lieutenant Jeremy Butler, the Naval Academy Sailing Association put on a great showing in this year's Annapolis Sailboat Show over Columbus Day Weekend. Through the generosity of the U.S. Navy Sailing Association, Fawcett Boat Supply, and the Annapolis Boat Show organization, NASS provided a Navy 44 in full dress and manned a USNA Booth. This is the first time in recent history that NASS has been involved in the boat show to this extent. NA-13, *Resolute*, proudly served as our showcase Navy 44. The booth was supported by NASS Volunteers, Midshipmen, and Robert Crown Staff with the goal of building awareness of the Naval Academy Sailing Program and our Renaissance in Navy Sailing, promoting USNA, especially to prospective Midshipmen parents, and generally, just being a part of the wonderful Annapolis Sailing Community.

2005 McMillan Cup

On Sunday, 23 October, Varsity Offshore Sailing Team Captain Midn 1/C Skipper Greg Storer and his crew finished ahead of their closest rival in the final race to win the 2005 McMillan Cup, Intercollegiate Sailing's oldest trophy.

Hosted by the Naval Academy's Robert Crown Sailing Center, and raced aboard the Academy's fleet of Navy 44 Sloops, The McMillan Cup Regatta featured nine teams representing schools from Maryland to Maine including Kings Point Merchant Marine Academy, US Coast Guard Academy, NY Maritime College, Massachusetts Maritime Academy, Maine Maritime Academy, St. Mary's College, Washington College and University of Rhode Island.

After four races in light to moderate conditions on Saturday, Navy held a scant 2 point lead over Mass Maritime with Coast Guard and Washington College 2 points further back.

Sunday dawned clear with shifty west/northwest winds providing for dramatic nail biting racing conditions. The Race Committee was able to complete three races for a total of seven for the series. Navy posted a 3,1,3 to wrap up the regatta with a 5 point margin over second place Washington College.



In addition to skipper Midn 1/C Storer, Navy's team included 1/C Jeff Parker trimming main, 1/C Colin Chandler trimming jib and spinnaker, 1/C John Casilio on the bow, 2/C Leigh Loesel calling tactics, 2/C Jared Webster in the pit, 2/C Nick Goddard trimming jib and spinnaker, and 4/C Mark Picinich at the mast.

The last time Navy won this trophy was in 1999.

Storer's team will compete again later in October in US Sailing's Offshore National Championship for the Lloyd Phoenix Trophy which will again be hosted by the Naval Academy aboard the Navy 44s.

Jahn Tihansky, Director, Varsity Offshore Sailing Team

**USNA TEAM VICTORIOUS at
60TH ANNIVERSARY of the
BRAZILIAN NAVAL ACADEMY
REGATA ESCOLA NAVAL**

By Team USNA Captain, MIDN I/C Jeff Parker

It was the 60th anniversary of the largest regatta in South America, the Regatta Escola Naval. At the race start winds were about 20-25 knots with an unconventional race-course ahead. We were racing against the best of 6 other Naval Academies: United Kingdom, Portugal, Uruguay, Brazil, Argentina, Chile, along with several other local J-24's and many other boats in our class. The start was very challenging with everyone other than the helmsman participating in an on-the-line sail change from full genoa to a blade. The sail was raised at about the same time as the gun and we were off the line with speed. A long first beat in heavy wind put us ahead of the other academies and in the top 10 of our class. During the reach leg, through superior boat handling, we were able to compete with - and pass - boats several times our size and with more crew.



**Team USNA on the winning J/24
[Photo credit: LT Sara Howe]**



**Midn 3/C Kevin McGill Skippering the J-24 to victory
[Photo credit: Midn 1/C Jeff Parker]**

management by trimmer, 1/C Jeff Parker, middle, 3/C Xander Campbell and bowman, 2/C Ryan Kimmel. While other boats decided to take safer but slower routes around the course, the midshipmen trusted their skills and preparation

to push the performance envelope, narrowly avoiding shipping traffic and floundering boats to challenge the Brazilian A-Team in a much larger and faster Beneteau 40 (which started 5 minutes ahead of the midshipmen) during the final legs of the race. Emerging from the carnage of their class, the midshipmen battled through extremely heavy winds and a 200 pound weight disadvantage to finish in the top of their class, the 2nd J-24, and dominating the next closest academy by almost 10 minutes. A main factor for the midshipmen success was the exceptional boat-handling of the crew. Everyone knew their jobs so when the big winds came the midshipmen were able to stay in control, go fast, and take advantage of a precarious situation.



**Team USNA: (left to right) Midn 1/C Jeff Parker, Midn 3/C Kevin McGill, Midn 2/C Ryan Kimmel, and Midn 3/C Xander Campbell
[Photo credit: LT Sara Howe]**

The midshipmen were fortunate to befriend many of the foreign midshipmen, cadets, and officers; developing an especially close tie to their incredibly gracious Brazilian Hosts:



Team USNA presenting a gift of a Navy 44 Half Hull to the Superintendent of the Brazilian Naval Academy [Photo credit: LT Sara Howe]

First Class Cadets Pedro, Rafael, Gomes and Cliffer. Thanks to their unreserved assistance and hospitality, the mids were able to explore Rio's famed nightlife and culture, visit pristine beaches, breathtaking monuments and experience parts of Brazil usually reserved for locals only. The Team USNA was able to successfully achieve a victory, and most importantly, develop lifelong friendships and create once-in-a-lifetime memories.

Vice Commodore's Perspective

Years ago John Paul Jones recognized the absolute importance for naval officers to be proficient sailors, a point highlighted in Qualifications of a Naval Officer:

"It is by no means enough that an officer of the Navy should be a capable mariner. He must be that, of course, but also a great deal more....."

The single fact is that midshipmen who are actively participating in Navy Sailing really do become capable mariners. Their experiences, both ashore and afloat, are enhanced by the mariner skills they gain while involved in our program. Equally as important, Navy Sailing Team members will learn teamwork, leadership, and tenacity whether their goal is reaching port safely after a long Atlantic Passage or winning a National Championship.

I've been in the Deputy Director seat for over a month. What I have seen is an expansive, new program that can leverage off of last summer's experiences to continue the development of our program. I see Navy Sailing following an extremely well-constructed Maritime Continuum Strategy, from Plebe Summer through Graduation, whose number of active members will flow and ebb in accordance with how well Navy Sailing sells the program to the individual midshipman. I'm watching the current geo-military/political situation around the world and can see how the realities of the Global War on Terrorism will affect the Naval Academy's budget, the cost of building boats, and the Nation's requirement to develop well-trained military leaders that should expect to be placed in positions of greater responsibility earlier in their career. These are the realities we are faced with.

Recognizing these constraints, this is where I see the program leading. We are going to refine Navy Sailing to maximize the effectiveness of our training and qualification program. We'll focus on mission accomplishment by emphasizing risk management and mirror fleet practices when ever possible. We want to double our output of midshipman – only crews during the summer and broaden our capacity for international engagement. We need to envision our mission requirement for 2010, 2015, and make a plan to reshape the Fleet of the Future with a Basin to match. We need to provide build scrutiny for our

Navy 44 MK II first hull and beyond and continue to enhance NASS' public image. We will provide the United States military with the finest the Naval Academy has to offer – a leader, a mariner, and a confident, integrity-driven officer that knows how to succeed.

How are we going to do this?...We will develop mariner skills enabling midshipmen to lead at sea. No matter the warfare specialty, whether manning the bridge of a destroyer, mooring a submarine, or conducting evasive maneuvers on land or in the air, the skills these midshipmen will learn in our boats and under our tutelage directly translate to skills required in the fleet; responsibility, integrity, decisiveness of action, environmental, understanding relative motion, and respect for the elements. I am a product of Navy Sailing and I experienced first-hand the benefits a sailing background provided me as I qualified as an Officer of the Deck. The sailing coaches I had here at Navy were my mentors and served to encourage in each of us that indelible fervor for excellence that helped define the adults we have grown into. We can expect that our sailing coaches will succeed by following the same simple formula....they will teach our midshipmen how to WIN sailboat races.

Bottom line, I want the midshipmen to win sailboat races. I believe that the Navy Sailing Program can be an instrument for teaching midshipmen that through the pursuit of excellence, champions are made. This is as true on the race course as it is on the battle field.

Since the last Bullhorn, a lot of personnel change over has occurred. Our team is now in place and ready to take on this year's challenge. In addition to me, LCDR Hertel, Jahn Tihansky, and Allan Terhune, 15 bright, enthusiastic Cutter Shed Sailors now work directly for our program. They run Santee Basin Operations, to include weekend recreational sailing, and are a superb addition to the program. Our team is completed by the absolutely first class support we receive from the Small Craft Repair Department headed by LCDR Scott Bair. In total, all of us are committed to developing USNA Sailing into the premier Sail Training Program. I look forward to getting to know each of you and thank you for this opportunity.

Yvette Davids, Commander, U.S. Navy



NAVAL ACADEMY SAILING SQUADRON

Robert Crown Center
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Naval Academy Sailing Squadron

Goals and Objectives

The goal of the Naval Academy Sailing Program is to prepare midshipmen to become professional officers in the Naval Service by:

- a. Developing their confidence in seamanship, navigation, watch standing, small boat handling, and safety at sea.
- b. Providing hands on leadership experience in the crucible of operating a small boat at sea.

The objectives of the Naval Academy Sailing Program are:

- a. **Qualifications and Leadership.**
Midshipmen will proceed through an orderly training and qualification program that will enable them to:
 - (1). Qualify to skipper a Navy 26 (Required prior to becoming a third class midshipman).
 - (2). Complete a CSNTS Cruise, and qualify as a Navy 44 Local-Area Skipper.
 - (3). Some midshipmen will be provided an opportunity to train and qualify as an Officer in Charge of a sail training craft.
- b. **Intercollegiate Competitive Sailing.**
The Naval Academy will revitalize its competitive sailing program to become a leader in the nation. Specifically:
 - (1). The Intercollegiate Dinghy Team will become nationally ranked, and strive to repeatedly win the Fowle Trophy.
 - (2). The Varsity Offshore Sailing Team will strive to repeatedly win the Kennedy Cup Memorial Regatta.
 - (3). More midshipmen will compete in offshore racing venues and strive to repeatedly win premier ocean racing events.