



# CSTS Notes



Newsletter of the United States Naval Academy  
**Command & Seamanship Training Squadron**

## DIRECTOR'S CUT

by Renee Mehl



Congratulations to all our new “graduating” Executive Officers (XO) who will sail with the midshipmen this summer for those who are in a continuing education status for the following summer. We had a good year of training for all who participated. Thanks very much to our fall and spring instructor-trainers and winter classroom

instructors for getting everyone ready. The Cutter Shed staff has done a great job getting all the boats fully operational and ready to go, and our Administrative Officer and Operations Officer (LT Connor Wade and LT Quentin Ezell) have been working hard too. We’re wrapping up final details here in the office and looking forward to kicking off summer training on May 30<sup>th</sup>.

We have a “final” roster for Block 1 posted on Blackboard®. We always need extra help during the summer with ground school, local area training and check rides. There are opportunities for both qualified volunteers and those still in training. We’ll be publishing the summer Google sign-up link where you can sign up along with the roster for skippers and XOs. The summer training office is still adjusting our crew rosters.

This will be our last newsletter until fall. We’ll be hanging out our “GONE SAILING” shingle. See you on the waterfront.

## DEPUTY DIRECTOR NOTE

by Mr. Nathan Hesse



New this summer, we are sailing with Samsung Galaxy® tablets, loaded with the Navionics® Boating App. Navionics serves as the secondary form of navigation aboard the 44s. The Furuno chart plotter remains the primary form of navigation, and paper charts are to be used for training paper chart navigation. The Furuno raster charts have the most

recent available updates, which were released in late February. The Navionics® charts will be current as of the start of each

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block. We are no longer updating paper charts, but we printed current charts as of the end of April.

Navionics® charts or “Nautical Charts” are a proprietary charting system that is updated regularly but looks distinct from traditional vector or raster charts. Navionics® headings are in true north rather than magnetic north, so be sure to correct for variation. Navionics® is a great tool for situational awareness, but please note that our system will not display AIS. I know that some of you may be aware that the Furuno’s have wireless capability, but the Navionics® will not draw AIS from the Furuno. In the past it could, but not since Garmin® bought Navionics®. Settings for Navionics® are published in the Navigation Standards. The routes on Navionics® are the same as the routes on the Furuno which are drawn from the same GPS Exchange Format (GPX) files.

The tablets meet carriage requirements for USCG Light Lists and Coast Pilots. There will also be other resources available offline, including the BIB, SOP, Navigation Standards, and Navigation Rules, and GPX files. The tablets have the capability to pair with Iridium GO!® for satellite communication from the squadron Officer-in-Tactical Command (OTC) boat. Texting will be the primary form of communication using the Iridium GO!®.

Take care of the tablets and they will take care of you. Be sure to keep them charged so that they are available for navigation in the event of loss of power. They can take a long time to charge, so regular charging is key. Additionally, do not bring the tablets on



deck. They are intended to serve as a backup and should stay out of the elements.

In an effort to streamline processes and stay organized, this year the SUMMER TRAINING tab of Blackboard® is skipper/XO focused, and Google Drive is midshipmen focused.

### Blackboard

On the left-hand side of the CSTS Blackboard® account, there are 3 tabs under Summer Training.

1. **Reports, Evals and Med Forms.** This section has templates for any documents that you will need to download and edit. This year, rather than creating a boat folder, or emailing reports to Renee or me, please turn them in using the "Submit Reports" Google Form linked in this section. This will allow us to have all documentation organized and automatically put in the correct folder for our administrative purposes. Please make a copy of any document you intend to edit, rather than requesting edit access. There are instructions for making a copy in this section.
2. **Publications and Instructions** (i.e., Relevant USCG documents, waypoints and routes, HAZMAT, Galley Guide, Experiential Leadership). These documents are also available on the Samsung Galaxy® tablets offline.
3. **Summer skipper/XO assignments and Ground School/Extra Instructor and Check-ride Sign-up.** This lays out all of the available opportunities to support training, as well as skipper/XO assignments.

### Google Drive

We will share a link to the Google Drive for each block sail with both coaches and midshipmen.

### FLEET CAPTAIN NOTE

by John Formisano



*Skipper John Formisano*

We are almost at the start of the summer block and whether you are participating as an extra instructor for a few days or doing the full block as a skipper/XO you can put the all the training you have done into practice very soon.

As you may know, I created the routes used for the block sails in a standard GPX format. One of the most asked questions about how these routes appear on the Furuno and the new Samsung Galaxy® tablets is - *why does the track go over land when transiting a canal or at the East River and Hell Gate?* These areas were always designated as "Visual Navigation Only" routes when we used paper charts, and the electronic routes show just a start and end point, and the track displayed on the electronic devices do not follow the water being transited. Since we are transitioning away from paper, this might not be as readily apparent as in the past so I thought it would reinforce this point here.

If you have your own device that you plan to carry with you during training and would like a copy of the GPX file for your block sail route, the files are available on Blackboard®, under the "Publications and Instructions" link of summer training. I would only just ask that while on your block sail that you remember that navigation is one of the key take-aways for the midshipmen and they should be providing the piloting information for the boat.

### MAINTENANCE DIRECTOR NOTE

by Craig Patterson

It has been a fast and busy spring here at Santee Basin. We have added a few new items to the loadout.

- Tow lines made from 3/4" x 150' Novabrade 12 strand safety orange.
- Manual pump horns from Super Blast that are USCG approved for boats under 20 meters.
- Sun awnings custom made by our inhouse sail loft.
- New raw water pumps to help control impeller burn out issues.
- Light-Emitting Diode (LED) cabin lighting.

The Cutter Shed staff has also installed LED navigation lights on a few of the boats to test them out this summer. They have a lower power draw. NA 27 WARRIOR has LED bow and stern lights, NA 30 HONOR has LED tricolor light. When both the tricolor and anchor lights are on it will display a flashing distress strobe. Please give us your feedback if these boats are in your squadron this summer.

These items along with other phase replacements will help with a successful summer block.

### MIDSHIPMEN STORE CARDS

Cards are available to our active volunteers who are participating this summer so you can buy the sailing shirt and belt, plus optional sailing hat. If you ordered a Helly Hansen jacket, you can pick it up at the Mid Store.

### PARKING (CARS) AND DOCKING (BOATS)

There are lots of ongoing construction projects at the Academy this year. The mid-store parking lot is reduced by half due to an ongoing overhaul of McDonough Hall. Our skyline by the sailing center is dotted with cranes and they've fenced off all parking from here to Trident Point while they replace the seawall from the sailing center south around to the riprap. They should be done with that by November 2023, when they'll start with replacement of the southern side of Santee Basin. That translates into greatly reduced parking on "the Yard" (Naval Academy). We have parking passes to put on your windshield when you are away on your block sail. You may want to consider leaving your car in the parking garage over by Alumni Hall. We will ask that you consider parking over by the Cutter Shed vice by the sailing center for day sailing. We'll hand out the windshield passes when you come in for your assigned block sail.

Boat parking has been an issue too. There is a project in the hopper to replace the wave screen but that's still on the horizon. In the meantime, we have some updated information for securing your Navy 44 in the slip to avoid 1) boats hitting and breaking rub rails and 2) masts hitting and damaging wind instruments. Before "making down all lines":

- Cross the stern lines.
- Align the bow pulpit (not bow) with the yellow line on the pier, then check that the mast on the boat on the other side of the pier is offset either forward or aft of yours by at least a few feet.
- Angle the stern away from the dock and leave slack for the tide on the side closer to the dock. The boat should be at a slight angle in the slip with the bow toward the finger pier and the stern away from it. This keeps the rub rails apart.
- Hang a fender vertically in the middle of the boat on the side closest to the finger pier. You can tie the "lazy" line to the part that's tied to the lifeline to keep it from getting slimy in the water.

### SUMMER STUFF

As you saw in Nathan's article, we have some new technology on the boats. Instead of a satellite phone for communications from the OTC boat to the Navy Sailing Duty Officer, we'll be using Iridium Go!® for satellite communications. It has good functionality using the new tablets and we can send texts using this system. To go along with this new technology, we also have new Navigation Standards with settings for both the Furuno and Navionics.

A Navigation Standards hard copy is in the blue navigation logbook binder on board. There is a laminated copy of the daily navigation report in the front inside cover of the logbook. A laminated copy of the Furuno and Navionics checklists are in the front inside cover of the red checklist binder.

A limited number of paper charts will be onboard most boats. The navigation boat for each squadron will carry a full set of charts, and the OTC boat will have a few of the restricted waterways charts. All boats will have a set of charts for the local area and overnights. Each boat will also carry a full set of contingency ports and the port entry chart specific to their block. We will still focus on visual navigation during the local week of training and the overnight and will review that knowledge during the check ride at the end of week 1.

We've been streamlining a few of our other administration items too. Each year, we will have you fill in a medical form just once. A secure copy of that will be kept in the office and a copy will go on the boat. You should only have to fill it out once, unless something changes. Staff will collect medical forms from midshipmen during ground school. Emergency contacts will be collected from volunteers only via a Google Form which is password protected. You do not need to collect this information from the midshipmen, the Academy has that information on file. Please remember to update if something changes.

Fleet card rules have changed, and only military personnel or DOD employees are authorized to be issued these for summer fuel and emergent purchases. If there is not a qualified instructor on board to be issued a fleet card, we'll nominate a 1/C midshipmen to get the training and he/she will be issued a card for their boat.

### CSTS FACEBOOK PAGE

CSTS has its own rebranded Facebook Page! In addition to this newsletter, we will post important information about the program to this Facebook page. Please "Like" us so you have the program information as it is released. We have 1.1K "followers" to date and growing every month. Help us get to "2,023" in 2023. Please encourage your midshipmen to send photos and video from their spring training sails and summer block sortie. Anyone can post to our Facebook page. Just let Rick know by email or text so he can approve your post. We are generating a good following of CSTS family and friends that are following your sailing experiences. Do not be shy and please post!

Please "Like" us at:

<http://www.facebook.com/USNAOffshoreSailTraining>.

### EMAIL OPT-OUT

If you are on this email newsletter and would like to be taken off, please let us know. If you have any articles or information you would like to share through this newsletter, please email to [richard.robey@gmail.com](mailto:richard.robey@gmail.com). As always, thank you for your support of CSTS.

We keep about 12 months of past CSTS newsletters posted on the Navy Sailing website for your reference at:

[https://www.usna.edu/Sailing/Command\\_and\\_Seamanship\\_Training\\_Squadron\\_CSTS/Newsletters.php](https://www.usna.edu/Sailing/Command_and_Seamanship_Training_Squadron_CSTS/Newsletters.php)

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