



OSTS Notes



Newsletter of the United States Naval Academy
Offshore Sail Training Squadron

DIRECTOR'S CUT

















Spring started with a snowstorm, and it's still cold, but the flowers are blooming and there are boats in Santee Basin! Thanks to the Cutter Shed and SCRD crews for working hard over the winter to get the boats in top shape and delivered early. We'll be sailing all the OSTS boats during the course of spring training, so they are sea-trialed and ready for DELMARVA and summer training.

We will be issuing foul weather gear and boots for spring training. You can come into the office during regular business hours Monday through Friday, plus there will be a staff member available on weekend mornings to check out gear. You will keep your foul weather gear through the DELMARVA, then turn it back in, unless you're confirmed for Block 1, in which case you can keep it through the block, and turn it in at the end. We only have 110 sets of foul weather gear, and need 100 for each block.

The water temperature is still in the 40s, and the air temperature isn't much higher yet. Keep in mind that it will feel about 10 degrees cooler on the water. You will want to dress in warm layers, and bring a hat, sailing gloves, sailing knife, headlamp with red lens for the overnights, water bottle, sunglasses and sunscreen. If you are sailing on a weekend day, bring your own lunch. Midshipmen will need to arrange for a box lunch through **LT Matt Vernam**. Food on the overnights will be organized by the XO and designated Supply Officer - and costs will be shared amongst the crew (Midshipmen will contribute funds they receive through **LT Vernam**, from MFSD). The DELMARVA cruise is out of the local area, so everyone will be on orders, and will be reimbursed afterward through DTS. If you have not already submitted paperwork to get a DTS profile, please contact **LT Catherine Reed** for details. If you are active duty or a DoD employee with a DTS profile, contact **LT Reed** for information on how to share your DTS profile when you are travelling with us.

The Midshipmen Store will be open to buy the Navy Sailing shirt, baseball hat, sailing gloves and burgee belts during spring training and the first week of each block: April 16-28, June 4-8, July 2-6, and Jul 30-Aug 3. We will have cards available for

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you by the end of next week, that can be picked up in the sailing center. Their hours are Monday through Friday 0730-1600 and Saturday from 0900-1600, until May 25, then they are closed on the weekends. Instructors may wear either the white or the navy blue Navy Sailing polo shirts, and they are not required until you are sailing a summer block. You can wear plain navy blue shirts (none that advertise alcohol or cigarettes) and khaki pants/shorts for training.

We look forward to getting back on the water this weekend!

FROM THE FLEET CAPTAIN

by *John Formisano*



Skipper John Formisano

Yes, the calendar says it's spring, but it sure doesn't feel that way in cold and gray Annapolis. That being said, the Navy 44s are beginning to fill the slips in Santee Basin and the crew assignments for our training sorties are not far behind. I hope everyone takes advantage of getting on a boat to shake off the winter rust and get back in training mode. Our last classroom session was April 5th and we used this class to reinforce the teaching methods that have been effective for our skippers and XOs, and to review some of the changes that have been implemented in the program since last



summer. If you didn't have a chance to attend, I encourage you to view the class on Tegrity to ensure that you're current with the changes to the program since last year.

We have finalized our block destinations and charts have been prepared by the OSTS team of Lieutenants at Robert Crown. The waypoints and routes will be loaded on to the Furuno systems on the Navy 44s, and the Raster charts on the system will be updated to the most current version available. There is a Furuno app that can be downloaded on your phone or tablet that will mirror the onboard navigation system. Another option for additional situational awareness is to load our routes into your personal handheld navigation programs. I have loaded the GPX files for our 2018 routes on the OSTS Google Drive. You can find and download the files for your route at the nearby link.

https://drive.google.com/drive/u/1/folders/1Y_77GyJPC7J5M6-TsTCiMLEnw0iGbHBV

I look forward to seeing you on the water soon!

MAINTENANCE DIRECTOR UPDATE

by CAPT Dave Jackson, USN(ret)

Winter Maintenance has wrapped up for all of the VOST boats and now Santee Basin is filling up with OSTS boats. As I write this, there are three OSTS Navy 44s in the basin, with two more expected this week and four more the week of April 9th. We should have all 11 OSTS boats in Santee Basin by the end of April.

Here are OSTS Fleet-wide maintenance jobs that were accomplished this winter:

- All boats received new engine start batteries;
- INVINCIBLE and AUDACIOUS received new house batteries;
- Racor filters were cleaned and fuel tanks polished on all boats;
- New fuel tanks will be installed as they are received;
- Propellers were inspected and replaced on about half the boats;
- New drip-less shaft seals were installed on all the boats;
- New throttles were installed as needed;
- The heads were rebuilt and plumbing renewed on the high numbered boats. This means that over the last two years all boats now have new macerators, plumbing and rebuilt heads;
- Main booms were overhauled, with reefing lines and out hauls replaced;
- Boom vangs overhauled and lines replaced;
- Spinnaker poles overhauled;
- Winches removed, cleaned and lubricated; and,
- Boat cushions replaced with softer cushions on four boats for DELMARVA and remainder of OSTS fleet prior to the Block sails.

Due to a lack of heat in the hangar and inclement weather, some gelcoat jobs and rebedding of deck fittings are still in progress. The goal is to complete that work prior to the DELMARVA sails. Additionally, prior to the first DELMARVA the galley sink drain ball check valves will be removed in all boats.

This winter we had to replace a number of rack fan brackets. These brackets are plastic and they will snap if the thumb screw is not loosened prior to re-positioning the fan. Please make sure your crew knows that.

This winter we also had a rash of broken trim pieces on the B&G multi-function panels (i.e., the larger chartplotter displays that are outboard now). The proper way to remove the protective cover is to lift the outer left and right edges (not the top) with your fingers, while pressing on the middle with your thumbs. The cover will then easily pop off. Any other way will result in broken trim pieces. Please make sure your crew knows that.

To see what was accomplished on your boat, and the status of any chits, please look at the OSTS Gripe Book:

https://docs.google.com/spreadsheets/d/1z8TQOZG2M0H03J1HwHTW7vUapeGVa4RZJ2Ff_YfvS14/edit#gid=0

This document will be updated daily so that when you board your boat on Block you can see its status.

As we start sailing, please remember to submit maintenance request chits when you get off the water at the end of the day so that the Cutter Shed team can make repairs or fill load-out deficiencies before you get back on the boat in the morning.

Be careful out there!

SPRING NAVY 26 (COLGATE) TRAINING

We are offering training in the Navy 26s throughout April. If you started the program late and need to get your B-level qualification, you will be able to sign up online and sail at your own convenience for two-hour training sessions. We will also offer some Saturday sessions. Once you master the sailing skills and the standard operating procedures that are specific to the Navy 26, you will be recommended to take the check ride, and will need to pass a comprehensive written test. You only need to do this B-qualification once for OSTS. If you are an active volunteer and want to check the Navy 26 out for proficiency sailing, you will need to keep your B-qualification current (annual basis).

Volunteers who are interested in starting the training for 2018/2019 season may want to consider getting their Navy 26 qualification done this spring to help spread out the time commitment over the year. You can then start on the Navy 44s in October. All new volunteers (except active duty) must sign a

Volunteer Service Agreement prior to getting underway. Contact **LT Reed** for the form. The link to sign up is:

<https://docs.google.com/spreadsheets/d/1SoC3hTcKfehQXc61YJAY6ufC52QL8LDBcw2kiAhjgFM/edit#gid=0>

Additional information and the Standard Operating Procedures for the Navy 26 (recommended reading prior to training) is at the following link:

<http://www.usna.edu/SailingTeam/recreational/index.php>

SPRING AND DELMARVA TRAINING

If you haven't signed up for spring training and a DELMARVA sail yet, please do so at the training link provided so we can plan how many boats and instructors we will need on a daily basis.

The Google Docs are an extremely useful tool for us to manage all of our personnel, so please keep those lists up to date. The lists are what both the staff and instructors use to know who to expect on a given day; however, if you make a change after 1700 the day before training, please call the assigned Skipper and a staff member to let them know.

Spring on-the-water training formally starts on April 7th and wraps up the weekend of May 6th. The DELMARVA training sails are on the weekend of May 11-14 (Fri-Mon) for DELMARVA-A (or "The Fogmarva"). The B-Block will sail the following weekend on May 17-20 (Thurs-Sun).

OSTS 2018 Spring Training and DELMARVA sails Sign Up link:

<https://docs.google.com/spreadsheets/d/1exjloh0x3-5zBgrSecmeYedpiJMSzqfHkNpZRrZ5TCs/edit#gid=1547375816>

The DELMARVA serves as our prospective XO "final exam" in the form of a three-day cruise around the DELMARVA Peninsula. This is a great exercise to get ready for summer, and many of our qualified Skippers and XOs come out as crew to get a refresher on boat systems prior to going out with the midshipmen during the summer. You'll sail the course and go up the more difficult part of a summer cruise track and see the restricted waterways of the Chesapeake, Delaware, and C&D Canal so you're familiar with it before sailing the route with your midshipmen crew this summer. There is a stretch of ocean sailing along the coast. You'll have the opportunity to get into the rhythm of watch standing over an extended voyage, and lots of training exercises day and night along the way to solidify your knowledge base in order to teach those skills this summer. We are also working with our new onboard navigation equipment to help get everyone up to speed. Each crew member will get a debrief from the Skipper and XO at the end of the cruise and their final recommendation for the D-CS qualification.

PERSONNEL QUALIFICATION STANDARDS (PQS)

Please review your PQS book for any signatures you still need, and ensure you get those skills signed off this spring. This book is commonly referred to as the "Blue Book". A Skipper or XO you've sailed with needs to sign off the "Approved as Senior Crew", "Approved as Watch Captain" and "Qualification" (Coastal Skipper) boxes before the OSTS program director can sign the "Recommended to Proceed" or Approved for Coastal Skipper boxes.

Tally the hours you need in the logbook section for each qualification level (senior crew, watch captain) so we have a total. If you don't have enough, sign up for more sailing. The intention is that you finish Watch Captain this spring, then get enough hours for your XO qualification during DELMARVA.

Review the PQS book – you will be responsible for signing off qualifications for the midshipmen this summer, so it's good to be familiar with it. Each qualification should be complete, except for *Program Director signature*, before you start signing off on the next qual. A midshipman should be able to get through Senior Crew during the first week of training, or into the next day or so of the second week. They should be serving as a Watch Captain (for a day) before you sign off on WC qualification items. Your upper class should be able to get through the WC qualification by the end of the block and 3/C can have some items signed off if you implement the "WC for a day" training on the trip back. If they are able to complete those qualifications (and not everyone will unless they show aptitude and interest), and you recommend them for XO training, that sets them up to finish their watch captain in the fall/spring and get XO signed off during the DELMARVA.

Finally, make a copy of your qualification Blue Book. For some reason they like to go swimming, at the docks, on cruise, etc. It's much easier to recreate if you have a copy.

SUMMER DESTINATIONS AND BLOCK PREFERENCES

We are starting to look at the summer preliminary crew assignments, so please make sure you're signed up at the link below, that is the document we will be working from. Review what you have signed up for, and if you need to change, please do so on the link below.

Once we publish the summer training assignments, you can also sign up to help out with our check-rides, and as extra instructors for some of the hands-on training we do during Week 1 Training with the Midshipmen only. We will do our best to accommodate your first choice of block. Honor your preferred destinations where possible.

We do understand that life happens and there are bound to be some unavoidable changes to the schedule. We will work with you and adjust the final schedule as needed so that you all get some time on the water with the midshipmen. If we have to split a block, ideally one person does the first week of local training and the overnight, then another does the next two weeks

up and back from the remote port, due to our limited budget and travel expenses incurred from changing personnel at the remote port. We'll post the line-up as soon as possible after DELMARVA's are over and we have final recommendations and evaluations.

OSTS 2018 Summer Block Sign Up Link:

<https://docs.google.com/spreadsheets/d/1OgLLmReqDkhasUMkCc3roAcetOyLhud-eXR8d5YwiGg/edit#gid=0>

Block 1 – Stamford, CT (1A) and Bristol, RI (1B)

Block 2 – Mystic, CT (2A) and Rockport, MA (2B)

Block 3 - Freeport, NY (3A) and Newport, RI (3B)

OSTS STUDY MATERIALS AND TESTS

The Navigation Standards are approved and posted on Blackboard along with all the winter classes on Tegrity.

The links to the chartplotter, VHF radio and B&G instrument operator's manuals and handbooks are below, and on the Navy Sailing website and Blackboard under "Documents", as well as onboard each boat.

<https://www.usna.edu/SailingTeam/lectures/navy44.php>

SAFETY AND SEAMANSHIP

by Renee Mehl

Spring sailing has started and there are always valuable lessons to be learned or reviewed in order to be safe on the water. We had a lot of light air last fall, so it's worth reviewing some heavy air procedures before getting underway, especially as I sit here in the sailing center and it's blowing 30+ knots down the Severn River!!

The Navy 44s are very seaworthy in strong winds and big waves. The boat is solid, but the humans tend to break before the boat does, so we all need to respect the additional loads generated with the combination of a 15-ton boat with wind and wave action during a blow to prevent injuries. We did have an incident last spring unfortunately, with one of our volunteers during a training evolution. When we have incidents, we have the Skipper write up an incident report, so we can analyze what happened, and what we can do in the future to prevent others from making the same mistakes. We have a boat full of novice crew during the summer, which is why we stress the importance of learning standard operating procedures and standard commands, and continuing to follow them at all times. Following is an abbreviated section of the incident report.

Brief description of incident and designation of apparent cause -- During the conduct of sail training IVO buoy R2, Chesapeake Bay, a jibe was executed which resulted in the fracture of a crew member's finger. Winds were from NNE at about 15 knots. The boat was on a port tack at a beam reach before we began procedures to execute the jibe. The helm gave the command to center the boom IAW procedure and the main

sheet operator brought the main in, but not to center line. The helm called "jibe ho" as he took the stern through the wind. At the time "jibe ho" was called the main sail trimmer had her back turned to the boom (facing the port mainsheet winch) as the boom crossed the boat's centerline. The boom gybed with force; the mainsheet caught the main trimmer and pushed her forward. To break her fall, she extended both arms and hands which struck the port lazarette / cockpit bulkhead just aft of the port jib winch. The root cause of this incident was failure to follow proper jibe procedure.

Lessons Learned -- Overall there were a few steps in the error chain of events where action could prevent an incident and break the chain of cascading events.

Mainsheet trimmer should move to the new windward side of the boat prior to the jibe so they are not in the path of the mainsheet when it comes across. Other personnel in the cockpit (jib trimmers) should be warned to stay out of the path of the mainsheet by sitting or standing (watch for boom) forward of the primary winch.

Helm should be instructed not to turn the boat through the wind until the main is centered and personnel are out of the danger zone.

Skipper and XO need to maintain overall situational awareness during maneuvers.

Another important point to remember when gybing in more wind, is to have enough wraps on the mainsheet winch. Two wraps are not enough, the force generated by the main through the jibe may pull the sheet out of the trimmers hands.

And finally, if you're out in the ocean with 30 knots of wind and big seas, and need to jibe, you can "chicken jibe". This is simply heading up, tacking, and heading back down (i.e., take the long way around). You'll need to make sure it's a quick tack so you don't get stuck in irons.

Other seamanship and safety observations from Spring Training -- Point of sail for reefing should be a close reach. This enables you to use the jib/genoa as your "engine" to keep moving forward during the evolution. If you're further off the wind, you can't ease the main enough to take the pressure off it. If you're head to wind with no engine and both the jib and main are luffing, you have no steerage. A close reach is better than close-hauled, which could result in an unplanned tack with new helmsmen.

Point of sail for dousing a headsail should be a close reach in light wind conditions. Position a midshipman in the middle of the sail to pull it over the lifeline, one at the luff and one at the leech if it's the number 1 jib. This way you can keep your mainsail trimmed and keep moving forward to maintain steerage without the engine engaged. If there is more wind, consider running at a broad reach to flatten out the boat and reduce your apparent wind speed. Trim the jib so it's over the foredeck, and



halyard should lower as quickly as directed by the bow, and keep an eye on the sail so they don't drop it in the water. Another way to drop the jib is to heave to, so it drops on the deck similar to how we perform a MOB recovery.

Caution against putting a bight (loop) of line through a closed chock during docking evolutions. There is real danger of losing fingers if there is a wave surge. This is a lesson learned from prior summer training.

Practice tying reef lines onto the sail. You may need to do this if the main is put back on the boat after repairs, and needs to be done with the sail down. Consult the BIB on correct procedure.

Remind your crews to always assign crew to positions by name prior to an evolution. This is important at night, so that your helmsman knows who is doing what, and if they're ready. This is an easy step to skip once they get the hang of reefing, or putting sails up and down, and people become complacent and gravitate to the job they prefer doing. It's also important to then issue the preparatory command, get ready reports, and give the final command.

Thanks and sail safe this spring and summer!

NEW NAVIGATION MARKER AT BLOODY POINT



USCGC SLEDGE completed construction on Bloody Point Bar Warning Light (LLNR 7751) on February 1st, 2018. The new structure marks shallow water at Bloody Point and has taken over the signal from the old Bloody Point Bar Light built in 1882. Aids to

Navigation Team Baltimore had been unable to maintain the lighting equipment on the old light house when that structure became too hazardous to continue climbing.

Special thanks to **Mark Lister** for providing this information.

CPR TRAINING

Reminder for those who signed up for CPR training, this training will be held on Friday April 20th, 2018 from 1000 – 1200 at the Naval Health Clinic Annapolis ([695 Kinkaid Road, Annapolis, MD 21402](https://www.usna.edu/OffshoreSailTrainingSquadron/annapolis)), classroom 1 (ask front desk for classroom location).

First Aid and CPR certifications are required qualifications needed to earn your D-Qual. As a reminder, this training on the 20th will NOT cover First Aid, it is only CPR training. If you are already First Aid and/or CPR qualified (American Heart Association or American Red Cross certifications only), please send **LT Reed** an email with your card and she will update your information in our tracker system.

CAPTAIN ROBERT D. MCWETHY



Captain Robert "Bob" D. McWethy (USN Ret.), 98, departed this life peacefully at home on January 29, 2018, surrounded by his family. He was born in Aurora, Illinois, on January 5, 1920, to the late J. LeRoy and Zula Miller McWethy. Bob graduated from the U.S. Naval Academy in December 1941, as part of the wartime class of 1942. His first assignment upon graduation was to the heavy cruiser USS San Francisco (CA

38), operating in the South Pacific out of Pearl Harbor. While serving on USS San Francisco, he received orders to submarine school in New London, CT. After completing the training, he was assigned to the newly constructed USS Pogy (SS 266), a Gato-class submarine, and returned to Pearl Harbor. Pogy made six successful war patrols from Pearl Harbor and Midway Island. Bob received the Silver Star for his actions as torpedo officer during a war patrol in the enemy-controlled waters of the Pacific Ocean which resulted in the sinking of two Japanese freighters and a 20,000-ton transport, and in the successful evasion of severe enemy countermeasures. After the war, Bob served as executive officer of USS Picuda (SS 382) and USS Skate (SS 305). Skate was a target ship for the A-bomb tests at Bikini. From 1952 to 1954, he commanded the USS Piper (SS 409). He also commanded USS Vermillion (AKA 107) and USS Providence (CLG 6). Bob pioneered submarine navigation under the Arctic ice pack. Working with his friend Dr. Waldo Lyon, the founder and chief research scientist of the Arctic Submarine Laboratory, Bob was instrumental in drawing up the Pentagon's plans for navigation of the Arctic by nuclear submarine in 1957. As chief of staff for Submarine Squadron 10, he wrote the orders that sent USS Nautilus (SSN 571) on its secret crossing underneath the North Pole. Bob received the Legion of Merit for meritorious conduct as commander of Oceanographic Systems Atlantic and his role in the widespread operations of the Atlantic Sound Surveillance System (SOSUS) underwater listening posts during a period of considerable growth and improvement.

After retirement in 1970, Bob was active in the sailing program at the Naval Academy. He served as commodore of the U.S. Naval Sailing Association in 1971, and as offshore coach and race-committee head for midshipmen sailing. He received the A.G.B. Grosvenor award for his contributions to the mission and programs of the sailing squadron during his 35 years of service. He was an active member in the Cruising Club of America, Chesapeake Chapter. Bob and his wife Liz McWethy were actively involved in the Severn River Association, and they founded the Weems Creek Conservancy, spearheading many successful efforts to preserve the natural beauty of the creek. Bob was supportive of Liz's many contributions in the field of child development, and as a poet. Always humbly mindful of the source of his many blessings, he served as a Lay Eucharistic Minister and a lector for the early service at St.

Phillips's Episcopal Church for 40 years. He held various offices in the men's club at the church and was voted "Father of the Year" in 1997. He treasured his camaraderie with classmates and friends in his Friday golf group throughout his retirement.

Bob is survived by Daniel R. McWethy, David A. McWethy (Pam), William C. McWethy (Tamyr), Martha F. Boynton, Margaret E. McWethy Bodie (Steve), and Melissa M. McNitt (James), ten grandchildren, and four great grandchildren. In lieu of flowers, contributions in Bob's honor may be made to the Chesapeake Bay Foundation.

(Published in The Capital Gazette on Feb. 4, 2018)

OSTS FACEBOOK PAGE



OSTS has its own 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 320 "likes" to date and growing every month. Help us get to "500" likes in 2018. 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. We are generating a good following of OSTS 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. As always, thank you for your support of OSTS.

THANK YOU!

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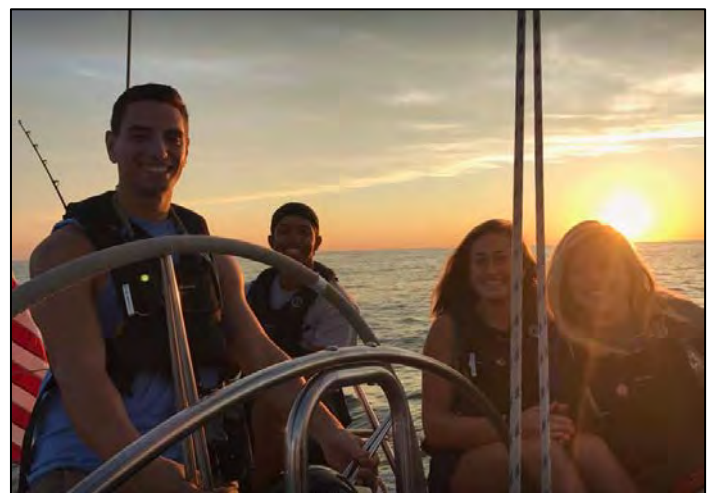
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Sailmaker training at SCRD from Winter Training Program



NA-36 Midshipmen Crew enroute Newport, RI (August 2017)



NA-31 Crew Selfie in Freeport, NY (August 2017)

For Updates & More Information: www.usna.edu/Sailing
 Follow us on **Twitter** at [@NavySailing](http://www.twitter.com/NavySailing) & **Facebook** at www.facebook.com/USNAOffshoreSailTraining

