

DNASNOTE 3505
14/004
4 Jun 14

DIRECTOR, NAVAL ACADEMY SAILING NOTICE 3505

FROM: Director, Naval Academy Sailing
TO: Distribution

Subj: LIST OF DESIGNATED STANDARDIZATION EVALUATORS, U.S.
NAVAL ACADEMY SAIL TRAINING CRAFT FOR OSTS BLOCK 1

Ref: (a) USNAINST 3500.2 (Series), Officer in Charge (OINC),
U.S. Naval Academy Sail Training Craft (STC)
(b) DNASINST 3120.1 (Series), Standard Operating
Procedures
(c) Boat Information Book for United States Naval Academy
Navy 44' Sail Training Craft

Encl: (1) Designated Standardization Evaluators, U.S. Naval
Academy Off-Shore Sail Training Craft
(2) Navy Sailing N44 Check Ride Checksheet

1. Purpose. To designate Standardization Evaluators of the
Naval Academy sail training craft (STC) for OSTS Block 1, 2014.

2. Cancellation. DNASNOTE 3505 of 6 June 13 is cancelled.
This notice remains in effect until superseded.

3. Background

a. Reference (a) requires the Director, Naval Academy
Sailing to periodically review the qualification level and
standards used to certify OICs of Naval Academy STC involved in
Midshipman sail training.

b. Crew of STC scheduled for Out-of-Area (off-shore)
operations, shall complete a "Safe-for-Sea Certification" check-
ride before leaving the USNA operational area (OPAREA) on
extended open-ocean transit. The certification is intended to
individually evaluate and validate crew-coordination and
adherence to standardized navigational and operational
procedures. Only a designated Standardization Evaluator (SE)
may conduct check-rides and recommend an STC crew Safe-for-Sea.

4. Action. The personnel listed at enclosure (1) are
designated as Standardization Evaluators (SE). These personnel

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are authorized to evaluate Off-Shore Sailing Training Squadron (OSTS) crews to determine if they are meeting program requirements and safe practices prior to their off-shore / out-of-area events. Evaluators will utilize the Checksheet at Enclosure (2) to evaluate each of the crews. A determination of Effective or Not Effective will be made of three broad categories (Navigation, Deck and Safety Equipment). An overall determination will also be made as to whether the crew is safe for out of area (offshore) operations. SEs are responsible directly to DNAS for a recommendation for each crew to go off-shore, re-test or remain in USNA OPAREA.



L. L. SPANHEIMER

Distribution:

DNAS

DDNAS

Director, OSTS

Vanderstar Chair

Personnel listed at enclosure (1)

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Designated Standardization Evaluators, U.S. Naval Academy Off-Shore Sail Training Craft

OSTS SAILTRAMID 2012: Block 3

Name	Rank	Service	Qualification	DECK	NAV
Mehl, R.	GS-11	CIV	Skipper - E	*	*
Wright, J.	N/A	Contractor	Skipper - E	*	
Formisano, J.	N/A	CIV	Skipper - D-OS	*	
Morin, R.	Capt (Ret)	USN	Skipper - D-OS	*	
Duverger, P.	N/A	CIV	Skipper - D-CS		*
Francisco, G.	LT	USN	Skipper- D-CS		*
Hawthorne, D.	LT	USN	Navigation Instructor		*

NOTES:

- D-Qualified Standardization Evaluators are the only approved individuals who may certify an STC Crew "Effective" for the purposes of off-shore sailing operations.
- Navigation Evaluators who do not possess a Skipper D Qualification are only qualified to evaluate navigation standards.

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NAVY SAILING N44 CHECK RIDE CHECKSHEET

REV 2

NA- _____

Date of Evaluation _____

Skipper/Block _____

References:

- (a) DNASINST 3120.1 (Series) STANDARD OPERATING PROCEDURES
- (b) DNASNOTE 3120 (Series) EXPERIENTIAL LEADERSHIP GUIDE
- (c) Navy 44 MKII Boat Information Book
- (d) PQS for Large Sail Training Craft (USNA Version 01-13)
- (e) DNAS OPORD 14/003 dtd 30 May 2014
- (f) DIVPRODEVINST 3530.2 (Series) STC Navigation Standards

GUIDELINES FOR CREW EVALUATION:

1. EFFECTIVE: Procedures and proficiency may have some minor deficiencies but achieve the basic goal; the crew is safe to proceed offshore. Specific deficiencies have been noted for correction.
2. NOT EFFECTIVE: Procedures and proficiency are incorrect with significant deficiencies noted. Serious deficiencies exist which prevent the crew from safely proceeding offshore; or an accumulation of minor deficiencies which together severely impair effectiveness. An immediate, intensive training effort is required for all personnel prior to re-test. Re-test will be scheduled by RCC staff.

ADMINISTRATION to be checked by OSTs staff prior to departure for 48 hour underway.

		Y	N
1.	Have all charts been properly prepared and placed onboard?	<input type="checkbox"/>	<input type="checkbox"/>
2.	Have the Phase I training requirements been met prior to the 48 hour shakedown?	<input type="checkbox"/>	<input type="checkbox"/>
3.	Has the skipper turned in a copy of his/her Standing Orders to RCC?	<input type="checkbox"/>	<input type="checkbox"/>

COMPLETE _____ INCOMPLETE _____

OSTS Staff

STC OIC

DNAS

NAVIGATION, DECK AND SAFETY EQUIPMENT to be evaluated underway by authorized standardization officers. Inspectors will operate in a two-person team, with the primary standardization officer checking deck and safety equipment and a navigation evaluator checking the navigation functions.

NAVIGATION

		Y	N
1.	Have the Navigation Logs been maintained IAW standard navigation procedures?	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the Navigator adhere to standard navigation procedures including the 6 rules of DR?	<input type="checkbox"/>	<input type="checkbox"/>
3.	Are hazards to navigation identified, reported and avoided effectively?	<input type="checkbox"/>	<input type="checkbox"/>
4.	Does the Navigator effectively communicate with the helm?	<input type="checkbox"/>	<input type="checkbox"/>
5.	Can Navigator demonstrate basic fundamentals and use of NAVNET (including AIS)?	<input type="checkbox"/>	<input type="checkbox"/>
6.	Is the entire crew proficient with both Visual and GPS Fixes?	<input type="checkbox"/>	<input type="checkbox"/>

EFFECTIVE _____ NOT EFFECTIVE _____

NAVIGATION EVALUATOR _____

DECK

		Y	N
1.	Can watchteams demonstrate a proper man overboard drill?	<input type="checkbox"/>	<input type="checkbox"/>
2.	Can watchteams take and shake a reef properly?	<input type="checkbox"/>	<input type="checkbox"/>
3.	Are contacts identified, reported and avoided IAW COLREGS?	<input type="checkbox"/>	<input type="checkbox"/>
4.	Do all hands have a working knowledge of the maritime Rules of the Road (COLREGS)?	<input type="checkbox"/>	<input type="checkbox"/>
5.	Is situational awareness maintained by watchteam at all times?	<input type="checkbox"/>	<input type="checkbox"/>
6.	Do watchteams communicate effectively and work as a team?	<input type="checkbox"/>	<input type="checkbox"/>
7.	Do watchteams use proper Standard Commands and phraseology?	<input type="checkbox"/>	<input type="checkbox"/>
8.	Is there a clear line of authority in the watchteams?	<input type="checkbox"/>	<input type="checkbox"/>
9.	Can watchteams properly and effectively utilize the VHF Bridge to Bridge radio?	<input type="checkbox"/>	<input type="checkbox"/>
10.	Does the crew conduct a proper and appropriate turnover between watch stations?	<input type="checkbox"/>	<input type="checkbox"/>
11.	Can watchteams demonstrate a proper head sail change?	<input type="checkbox"/>	<input type="checkbox"/>

EFFECTIVE _____ NOT EFFECTIVE _____

SAFETY EQUIPMENT

		Y	N
1.	Can watchteams identify location of fire extinguishing equipment?	<input type="checkbox"/>	<input type="checkbox"/>
2.	Can watchteams explain function of flotation devices?	<input type="checkbox"/>	<input type="checkbox"/>

EFFECTIVE _____ NOT EFFECTIVE _____

Remarks: _____

(continue on back if needed)

OVERALL CREW EVALUATION: EFFECTIVE _____ NOT EFFECTIVE _____

Standardization Evaluator

STC OIC

DNAS