This is NOT a test...

....of the emergency broadcast system. On Monday, April 27, on the second day of sailing for OSTS Block C spring training, it was the real deal. We had an injury aboard NA-26 INVINCIBLE and the Skipper, XO, crew, VOST fleet captain, Cutter Shed and Robert Crown staff all handled the emergency in textbook style and get an A+. Unfortunately the interior gear of one of the primary winches failed as it came under load, causing the big metal double winch handle to start spinning uncontrollably as soon as the trimmer released the handle, and it hit both hands. Luckily no broken bones, and they are slowly healing. Thanks to everyone's recent first aid training, and our fire chief XO, the medical assessment part of recovery went well. As the injured party, I realized I was in a bit of shock and promptly went below so as not to test MOB recovery too! I got expertly splinted, iced, and cinched up in the bunk so I didn’t fall out when we tacked. The skipper and crew handled getting sails down, notified the proper parties, and made the call to keep me on-board and pull up to the floating dock to offload. The VOST fleet captain was standing by in a RIB just in case a transfer was needed. The ambulance was waiting and I thank Ms. Joni Palmer for going with me, and LT Gabby Francisco and Ms. Maureen Burt for offers to help get my car. Cutter Shed personnel have now rebuilt all of the winches on all of the boats so they have addressed and fixed the problem. As we teach in our briefs, we have procedures in place to handle emergencies as part of our operational risk management, and it's great to see how well they work! Thanks again to all who helped.

OSTS NOW HAS A FACEBOOK PAGE

OSTS now has its own Facebook Page! Please “Like” us at: http://www.facebook.com/USNAOffshoreSailTraining.

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 96 “likes” to date and growing every week. Help us get to “100” likes.

THE HELMSMAN PUBLICATION

The Naval Academy Sailing has published the Spring 2015 edition of the The Helmsman publication. The Helmsman is a collection of narratives written by sailors of first-hand accounts of close calls, offshore mishaps, and lessons learned. Inside this edition you will find four great sailing experiences and some safety lessons that will undoubtedly prove educational for even the most experienced mariner.

You can download and read the latest edition at www.usna.edu/sailing under “Announcements”. For more information please contact Mr. Jon Wright, Vanderstar Chair at jnwright@usna.edu.

Skipper coach Ken Reighler out with his crew for Spring Training “A”.
**WINTER CLASSROOM TRAINING**

The Safety at Sea Seminar was another success this year. We had a record turnout. The liferaft training was attended by many of our new volunteers. All gained valuable training.

We also wrapped up our final 2 classroom sessions with weather and rules of the road, and teaching methods.

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**DELMARVA TRAINING**

Spring on-the-water training wrapped up this past weekend. We had 160 hours of OTW training this past month, and over 60 volunteers and midshipmen skipper candidates participated in this training.

The DELMARVA serves as our new XO “final exam” in the form of a lovely 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. 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 the new Navigation Instruction to help get everyone up to speed.

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The DELMARVA training sails started this past weekend with DELMARVA-A (or “The Fogmarva”), NA-26 INVINCIBLE, NA-27 WARRIOR and NA-30 HONOR sailed with DNAS as the OTC. MIDN 2/C Danielle Mc Knight skippered WARRIOR and MIDN 2/C Taylor Lindenhayn commanded HONOR. The program is gaining more midshipmen skippers and XOs each year. A very well done to all of our crews and especially our midshipmen skippers, XOs, and watch captains.

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The DELMARVA-B squadron comprised of NA-34 AUDACIOUS and NA-35 VALIANT departs on Thursday, May 14th for their circumnavigation.

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**SUMMER DESTINATIONS & BLOCK PREFERENCE**

We are fully staffed for Block 1, in fact a little oversubscribed, but are making it work to get everyone some time on the water with the Midshipmen. We are still in need of volunteers for Blocks 2 and 3. The Program Director is in the process of contacting individuals on their current assignments (subject to change based on feedback), but we need 2 + Skippers for Block 2, and 2 Skippers and 3 XOs for Block 3. Although it works better to have one person in each role for the full three weeks, we understand time constraints and can split the billet so we
don’t have to cancel boats. 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.

OSTS 2015 Summer Block Sign Up

Block 1 – New York City, NY 4 boats
   Stamford, CT 4 boats
Block 2 - Bristol, RI 4 boats
   Rockport, MA 5 boats
Block 3 - Freeport, NY 5 boats
   Newport, RI 5 boats

NEW ADDITION TO THE FLEET FOR VOLUNTEER TRAINING AND RECREATIONAL SAILING

Our sailing foundation has just received a donation of an
Alerion 38’, which will be used by the Academy for the next
three years. We are completing paperwork and operating
instructions/rules.

It will primarily be used for Midshipmen training and D-
qualified volunteer skill building. Actively participating
program volunteers will also be able to use this boat for
recreational sailing.

Our Vanderstar Chair, Jon Wright, and one of our OSTS
volunteer Skippers, CAPT(ret) Jim Maitland, just sailed the boat
down from Newport and report that it’s an easy boat to operate.
We’ll have more information about this opportunity in
subsequent newsletters.

TRAINING AND DINNER CRUISE – MAY 21ST

In order to help us finish up operational testing the rest of our
Navy 44s for the summer blocks, and introduce some fun into
the process, we are planning on a training and dinner cruise on
Thursday, May 21st. If the weather cooperates, we’ll also try
and do some spinnaker training for those of you who may still
need to check that off for your Skipper qual. The idea is to take
the boats out, do a little training to put the boats through their
paces (take/shake both reefs, sails up and down to inspect, check
systems, and possibly spinnaker work) then anchor/raft up
somewhere for dinner and a leisurely sail back. At a minimum
we’ll take two boats, but have up to four that need to be sailed.

Who Has the Right Away?

The following article by Captain H.G. "Rags" Laragione is reprinted with permission thanks to
Ms. Maureen Burt. Captain Laragione is the President and CEO of the Maritime Institute, Inc.
in San Diego, CA.

“Listening to conversations around the dock and yacht clubs, I
often hear someone say "and I had the right of way". I would
like to try to clear this up a bit,

THERE IS NO RIGHT OF WAY - In the U.S. Coast Guard's
official Rules of the Road, the term "Right of Way" is not used at
all in International Rules, and is mentioned only once in Rule 9
of the Inland Waterways section, and only then in reference to
operating in narrow channels or fairways on the Great Lakes or
Western Rivers.

Rule 16 states "Action by the GIVE-WAY vessel; Every vessel
which is directed to keep out of the way of another vessel shall,
so far as possible, take early and substantial action to keep well
clear."

This seems to be clear and simple - GIVE WAY! This can be
accomplished by changing course or speed, or both.
Now, rule 17 is a bit more complex. "Action by the STAND-ON vessel; (a) (i) Where one of the two vessels is to keep out of the way, the other shall KEEP HER COURSE AND SPEED."

Still, simple and direct. Do not change your course or speed. This is so the GIVE-WAY vessel can take early and substantial action to keep well clear and avoid the collision.

(ii) The latter vessel may, however take action to avoid collision by HER MANEUVER ALONE as soon as it becomes apparent to her that the vessel required to keep out of the way IS NOT TAKING APPROPRIATE ACTION in compliance with these Rules.

So, if the STAND-ON VESSEL is concerned that the GIVE-WAY vessel is not taking appropriate action, then, the STAND-ON VESSEL may take action to keep clear.

This is a judgment call by the STAND ON vessel to be safe.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision CANNOT BE AVOIDED by the action of the GIVE-WAY vessel alone, she SHALL take such action as will best AID TO AVOID COLLISION.

This is where it gets interesting, it is at this point that the responsibility to "give way" changes! The STAND-ON vessel now "SHALL take such action as will best aid to AVOID COLLISION"

(D) This Rule DOES NOT relieve the GIVE-WAY vessel of her obligation to keep out of the way.

This is just Rule 16 and Rule 17, there are other rules that cover the regulations covering a collision. When two vessels collide, BOTH vessels have broken a number of the "Rules Of The Road".

Keep in mind that Annex V of the rules states: "The operator of each self-propelled vessel 12 meters or more in length SHALL carry on board and maintain for ready reference a copy of the Inland Navigation Rules".

Not everyone knows or reads the rules and not everyone has had formal education in the Rules of the Road. Unfortunately some Sailboat Sailors wrongly assume that they have the RIGHT OF WAY over other vessels. There are videos on You Tube such as this one that show this unfortunate belief. Rule 18 can explain who is Stand On in relation to different types of vessels.

The moral of the story - As a captain, you are never relieved of the burden to avoid a collision.

That's it for me this month - remember, "The key to safe boating is education, so let's get educated!"

To see the original article please use the following link to the Maritime Institute, Inc. - maritimeinstitute.com.

EMAIL OPT-OUT

If you are on this email newsletter and would like to be taken off, please let us know.

As always, thank you for your support of OSTS.

THANK YOU!

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L-R, John Laffman, LT Rob Bowman and Skipper coach Maureen Burt out for a training sail on the Chesapeake Bay.

For Updates & More Information: www.usna.edu/Sailing
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