From: Director, Naval Academy Sailing (DNAS)
To: Distribution

Subj: 2014 DELMARVA OPERATIONS ORDER (OPORDER)

Ref: (a) DNASINST 3120.1H Standard Operating Procedures (SOP) and Regulations Manual for Large Sail Training Craft at the United States Naval Academy
(b) Boat Information Book (BIB) for United States Naval Academy Navy 44 MKII Sail Training Craft
(c) DNASNOTE 3120 2014 Experiential Leadership Guide
(d) Personnel Qualification Standard (PQS) for Large Sail Training Craft

1. **Purpose.** To promulgate the 2014 Navy Sailing DELMARVA Operations Order governing conduct for the spring training cruise. The DELMARVA (Delaware, Maryland, Virginia) Peninsula circumnavigation is the final evaluation for OSTS instructors. This OPORDER complements and supplements the requirements contained in references (a) through (c). Annex A lists the charts to be carried onboard, Annex B provides the itinerary, and Annex C provides useful telephone and contact information.

2. **Mission**

   a. Provide real-life dress rehearsal for all aspects of sailing blocks (inshore and offshore), and provide hands-on training and skill building opportunity for all crewmembers in the following areas.

      (1) Boat preparation and voyage planning.

      (2) Navigation, piloting, collision avoidance, and log keeping skills.

      (3) Radar navigation and low visibility training.

      (4) VHF and HF Radio communication skills.

      (5) Boat handling skills (sail trim, helm technique, heavy weather methods).

      (6) Emergency response skills.

      (7) Leadership skills.

      (8) Team-building skills.
b. Provide Skippers and XOs with an opportunity to assess individual crew member performance, strengths and weaknesses, teaching skills, and compatibility with other crew members.

c. Qualify as D-CS or D-OS Skipper as defined in the reference (d), to serve as Skipper or XO on a subsequent OSTS-SAILTRAMID summer cruise blocks.

3. Administration

a. Mess Accounting Procedures for the OSTS Program.

   (1) All volunteers and Midshipmen must be registered in the Defense Travel System (DTS) prior to embarking. Non-military participants will be issued cost orders. These individuals will be expected to pay their prorated share of the total cost incurred during their cruise (four days at $11.47 per day). They will be reimbursed for their expenses by filing a travel claim, which is submitted NO LATER THAN five days from the end of the cruise block.

   (2) Military personnel will be expected to pay their pro-rated share of the total cost incurred during their cruise. They are compensated through their Basic Allowance for Subsistence (BAS).

b. Reports

   (1) Ready for Sea Reports shall be submitted prior to embarking. Refer to Annex D for sample reports.

   (2) Post Cruise final evaluations of potential XOs for summer 2014 are due the week following completion of the DELMARVA, to the Director, OSTS.

4. Conduct of Operations

a. OSTS Fleet

   Squadron A
   NA 28 – Skipper: LCDR Spence Lankford; XO: Dr. Allan Lohaus
   NA 33 – Skipper: CAPT John O’Connor (ret); XO: MIDN Zach Rafter
   NA 35 – Skipper: CAPT Rick Robey (ret); XO: Mr. Mike Hull
   Officer in Tactical Command (OTC): CAPT Rick Robey (ret)

   Squadron B
   NA 28 – Skipper: Ms. Deb Langheld; XO: CAPT Ken Reightler (ret)
   NA 31 – Skipper: Mr. Doug Corner; XO: COL Dick Lunsford (ret)
   NA 32 – Skipper: CAPT Jim Maitland (ret); XO: RADM Pete Chabot (ret)
   OTC: CAPT Jim Maitland (ret)

   (1) Direction of travel around the DELMARVA Peninsula will be determined based on a weather evaluation by the OTC and OSTS Program Director, and approved by DNAS prior to departure.
(2) Boats in a squadron will stay within VHF transmission range of each other (i.e., nominally 25 nm or less), or as set by the OTC.

(3) Squadron integrity shall be maintained while exiting the Chesapeake Bay Entrance, and for the transit of the Delaware Bay and the C&D Canal.

(4) All boats should maintain progress such that an SOA no greater than 6 knots is needed to arrive at Santee Basin no later than 1600 on the final day of training.

(5) Each squadron will complete the prescribed list of onboard training drills as wind and sea conditions effectively allow.

b. **Underway Exercises.** Unless otherwise authorized by the Skipper, each crew shall, at a minimum, perform the following drills during the passage as conditions and circumstances allow:

   (1) Eight (8) simulated MOB recoveries per watch section including at least 2 after dark with engine on, GPS MOB function activated, simulated emergency radio transmission during daylight, Sécurité transmission at night, boat stopped alongside victim prior to recovery).

   (2) Eight (8) jib changes per watch section (at least four of which should be done in the ocean).

   (3) Four (4) mainsail reefing cycles per watch section.

   (4) Rig emergency tiller and steer for minimum of 30 minutes under sail (each watch section to execute at least once during passage, preferably in more challenging conditions).

   (5) Simulated rudder loss (drogue deployment or other emergency steering system).

   (6) Abandon Ship drill with all requisite gear brought on deck by assigned personnel, simulate steps to deploy raft.

   (7) Set storm sails.

   (8) Anchor and get underway without using the engine in at least 50 feet of water depth.

   (9) Meal prep & cleanup.

   (10) Navigation.

      i. Situational awareness.

      ii. Log Keeping compliant with SOP.

      iii. Comply with 6 rules of DR, maintaining DR plot.
iv. Maintain awareness of Time-to-Go (TTG)/ETA for upcoming waypoints and arrival.

v. Plotting fixes (LOP, GPS, Radar).

vi. Plot and communicate danger bearings to the helm.

(11) Crew Overboard Recovery

i. Upwind, downwind and reaching with main/jib configuration as appropriate during both daylight and nighttime hours.

ii. Demonstrate Quickstop and Lifesling recoveries, practice deploying heaving line.

(12) Radio Communications

i. Maintain VHF contact with and provide status report to OTC (when applicable) on Squadron VHF frequency at below schedule: At 0830 and 1830 each day unless otherwise authorized by OTC.

ii. OTC communicate squadron SITREP with NSDO at 0900 and 1900 daily, and upon departing the Chesapeake Bay Entrance, upon entering the Delaware Bay, and upon return of all boats to Santee Basin, via satphone or cellphone.

iii. Boats will also report any extraordinary incidents affecting vessel operations (injuries, breakages, groundings).

iv. Scan VHF 13, 16, 22A, and 82A and maintain continuous watch.

v. Establish VHF communication with commercial traffic with courses that will overtake, meet or cross the STC, or as directed by Skipper and OTC.

vi. Negotiate safe passing arrangements with any conflicting traffic.

vii. Obtain VHF weather forecast at each watch change.

viii. HF familiarization and operation including weather fax operation, (arrange to communicate amongst squadron and possibly Robert Crown Center prior to getting underway).

ix. Satellite Phone familiarization and operation as applicable.

5. Action

a. All personnel participating in the 2014 DELMARVA will comply with the requirements promulgated in this OPORDER.
b. All Sail Training Craft (STC) shall be operated in strict compliance with references (a) and (b), as well as any applicable technical manuals, checklists, and onboard equipment/ system documentation.

c. By the nature of offshore sailing, no OPORDER can foresee every potential pitfall or emergency, and thus is no substitute for sound and prudent headwork when required. Skippers have complete authority and responsibility for the conduct, performance and safety of their Midshipmen/ Crew and the STC. Nothing in this OPORDER relieves the assigned Skipper of their total accountability for the safe operation of their STC and for the safety of embarked personnel.

6. Cancellation. This OPORDER is effective upon receipt until 1 September 2014.

L. SPANHEIMER

Distribution:
Director, Division of Professional Development
DDNAS
Director, OSTS
OIC, Naval Academy Summer Programs
All Skippers and XOs of STC
Navy Sailing Maintenance Officer
Cutter Shed Maintenance Supervisor
File – OSTS Operations Officer (5)
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List of Required Charts to be carried onboard:

12283  ANNAPOlis HARBor
12270  CHESAPEAKE BAY EASTERN BAY AND SOUTH RIVER; SELBY BAY
12266  CHESAPEAKE BAY CHOPTANK RIVER AND HERRING BAY; CAMBRIDGE
12264  CHESAPEAKE BAY PATUXENT RIVER AND VICINITY
12230  CHESAPEAKE BAY SMITH POINT TO COVE POINT
12225  CHESAPEAKE BAY WOLF TRAP TO SMITH POINT
12221  CHESAPEAKE BAY ENTRANCE
12222  CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR
12210  CHINCOTEAGUE LNLET TO GREAT MACHIPONGO INLET
12211  FENWICK LN TO CHINCOTEAGUE INLET; OCEAN CITY INLET
12214  CAPE MAY TO FENWICK ISLAND
12200  CAPE MAY TO CAPE HATTERAS
12304  DELAWARE BAY
12311  DELAWARE RIVER SMYRNA RIVER TO WILMINGTON
12277  CHESAPEAKE AND DELAWARE CANAL
12274  HEAD OF CHESAPEAKE BAY
12278  CHESAPEAKE BAY APPROACHES TO BALTIMORE HARBOR
12282  CHESAPEAKE BAY SEVERN AND MAGOTHY RIVERS

Safe Harbor Charts to be carried onboard:

12255  LITTLE CREEK NAVAL AMPHBIOUS BASE
12224  CHESAPEAKE BAY CAPE CHARLES TO WOLF TRAP
12245  HAMPTON ROADS
12317  CAPE MAY
12273  CHESAPEAKE BAY SANDY POINT TO SUSQUEHANNA RIVER
ANNEX B to DELMARVA OPORDER 3120

Itinerary for OSTS Squadrons A and B:

**Thursday**
0800 – 1600
- Foul weather gear issue
- Navigation preparation and review
- Chart preparation, review and sign-off by Skipper and XO
- Safety equipment loadout verification with RCC staff
- Loadout verification with cutter shed personnel
- Provisioning; check/load water
- Pump out holding tank if required
- Load personal gear
- Complete checklists for underway

1600
- Muster in RCC for weather, navigation, lessons learned and safety briefs.
- Submit watch assignments and Ready for Sea Reports to RCC.

1700-1800
- Underway – refuel if needed, then depart area.

**Friday**
- Sail Training

**Saturday**
- Sail Training

**Sunday**
0700-1600
- Return to Santee Basin

**Prior to Dismissing Crew:**

- Clean boat, pump holding tank, wash/dry/stow inventory as directed by Cutter Shed and RCC staff, submit discrepancy chits, individually debrief crew members.

- Upon completion, report boat status to OSTS Operations or Training Officers who will conduct final boat inspection.

- Post cruise, Skippers submit final evaluation of prospective XO candidates within one week of end of cruise.
ANNEX C to DELMARVA OPORDER 3120

Useful Telephone Numbers:

- Navy Sailing Duty Officer: (443) 871-2330
- Cutter Shed Duty Officer: (410) 320-0993
- CDR Spanheimer, DNAS: (805) 512-6012
- Ms. Renee Mehl, Director OSTS: W: (410) 293-5610
  C: (410) 703-9560
- LT Francisco, OST Operations W: (410) 293-5603
- LT Hawthorne, Maintenance W: (410) 293-5634
- Cuttershed: (410) 293-5630

24-hour medical/emergency room telephone numbers for the Naval Hospitals:

Annapolis, MD:
Cloinic (410) 293-1758/59 (During working hours)
Emergency (410) 293-3333 (24 hours a day)

Portsmouth, VA:
ER Nurse Station (757) 953-1365/1399 (24 hours a day)

Satellite Telephone Directory:

From a cell phone or land line, Dial 1-480-768-2500, listen to recording, then enter the corresponding 12 digit satellite telephone number (# located on the phone).

From the Satellite Telephone - fully extend the antenna:

- TO U.S.A. CELL OR LAND LINE, DIAL 00 1 AREA CODE & NUMBER
- COAST GUARD RESCUE CENTER (RCC NORFOLK): 00 1 757 398 6231
ANNEX D to DELMARVA OPORDER 3120

APPENDIX I TO ANNEX D OF DELMARVA OPORDER– SAMPLE SKIPPER READINESS FOR SEA REPORT

From: (Name), Skipper, NA-XX (boat name)
To: Officer in Tactical Command, Squadron ________

Subj: READINESS FOR SEA REPORT ICO NA-XX ________

Ref: (a) Navy Sailing 2014 DELMARVA OPORDER 14/002

1. I report that NA-XX ________ is ready for sea. The crew and vessel certifications required by reference (a) are complete, and I am satisfied that the material condition of my vessel is satisfactory to complete the offshore portion of my DELMARVA circumnavigation.

   a. The following known material, personnel, and training deficiencies exist:

   b. List and explain any concerns you might have. Also explain your plan to correct these, or mitigate their impact on the passage.

   Very respectfully submitted,
   //Signature//
From: (Name), Officer in Tactical Command, Squadron ______
To: Director, Naval Academy Sailing
Via: (1) Director, Offshore Sail Training Squadron
(2) Deputy Director, Naval Academy Sailing

Subj: READINESS FOR SEA REPORT ICO SQUADRON ______

Ref: (a) Navy Sailing 2014 DELMARVA OPORDER 3120

Encl: (1) Skipper Readiness for Sea Reports

1. I report that Squadron ______ is ready for sea. The crew and vessel certifications required by reference (a) are complete, and are attached as enclosure (1).

2. The following known material, personnel, and training deficiencies exist:
   a. List and explain any concerns you might have. Also explain your plan to correct these, or mitigate their impact on the passage.

3. The following shore-based support will be required during the passage/upon arrival in the remote port:
   a. List any support you feel will be required to successfully complete your DELMARVA circumnavigation.

Very respectfully submitted,

//Signature//