

DIRECTOR, NAVAL ACADEMY SAILING NOTICE 5000

From: Director, Naval Academy Sailing
To: Executive Director, Naval Academy Sailing Foundation
Subj: LONG-RANGE CHARTERED BOAT PLAN

1. Purpose. The purpose of this letter is to provide coordinated guidance and an out-year plan to assist the Naval Academy Sailing Foundation (NASF) in identifying and seeking donations, aiding the NASF's efforts in shaping the USNA fleet of chartered boats. Donated boats are chartered by USNA to achieve an optimal mix of craft to support the Naval Academy Sailing program; critical for competitive varsity athletics within the Brigade of Midshipmen, supporting the mission of USNA. Director, Naval Academy Sailing (DNAS), and NASF will liaison frequently and remain flexible in holding/selling assets. Moving boats in and out of the program, consistent with IRS rules, will result in better overall support to the sail training program by maintaining a realistic cash-flow position for NASF. However, considerations to charter boats longer than the standard three years are also appropriate based on plans for a competitive team and donation availability.

2. Responsibilities

a. The Executive Director of NASF will notify DNAS and the appropriate sailing program manager when a donation to NASF is under consideration. The relevance and potential use of the boat should be based on the matrix below. DNAS should have at least five days to vet the proposal with the USNA chain of command. Per USNAINST 4520.1B, Policy for Activating and Terminating the Charter of Sail Vessels and Craft Donated to NASF, NASF may accept a boat as a donation for charter by USNA if it meets both NASF and Sailing program criteria, including maintenance, planned use, service life, and fiscal/tax considerations, with prior approval of the Superintendent.

b. DNAS shall update this letter semi-annually in order to provide NASF with long-term requirements and estimated retirement dates for the current fleet.

3. Current Fleet of NASF Assets for USNA Sailing Use.

<u>Name</u>	<u>Yr – Type/Mfr</u>	<u>Charter start</u>	<u>Est. Last Year of Charter</u>
<i>Avenger</i>	2009 – J/105	DEC 2015	*
<i>Constellation</i>	1998 – J/105	JUN 2020	*
<i>Zephyr</i>	2007 – Farr 40	JAN 2019	2026
<i>Poseidon</i>	2003 – Swan 45	NOV 2022	2027*
<i>Wahoo</i>	2006 – Ker 50	MAY 2016	2027*
<i>Taconic</i>	2005 – Swan 601	DEC 2022	2028
<i>Triton</i>	2024 – Mills 41	OCT 2025	2027

<i>Hedgehog</i>	2008 – Protector 28	FEB 2026	2028
<i>Seawolf</i>	2011 – Farr 400	FEB 2026	2028

* End of Service assumes replacement with like-class boat

4. Desired Long Term Fleet Composition (Existing + Acquisitions)

<u>Qty/Type-Model</u>	<u>Projected Years Required</u>	<u>Notes</u>
1 x 55-60' Ocean Raceboat	Perpetual	Specific model not identified
2 x 45-55' Ocean Raceboat	Perpetual	Wahoo/Poseidon replacement
3 x 40-50' Nearshore Raceboat	Perpetual	New + Seawolf replacement
2 x J/70	Perpetual	Small sportboat trainer
3 x J/105	Perpetual	Align w/ICSA keelboat plans

5. Explanation of Desired Fleet Composition

a. The strategic goal for the Offshore Sailing Team in the near to mid-term (2-5 years) is to (1) increase roster size to ~85-100 MIDN, and (2) place the team in a position to return to the transatlantic race and traditional follow-on events in Europe such as the Fastnet Race.

b. To achieve that goal, while still maintaining the ability to compete in the typical summer buoy regattas, the desired fleet of donated boats is as follows:

(1) 1x ~60ft transatlantic capable ocean racer that is competitive for class line honors.

(2) 2x 45-55ft ocean racers. Replacements for WAHOO and POSEIDON. These are the workhorses of the fleet, potentially being used by multiple crews over the course of a summer.

(3) 3x 40-50ft “nearshore” capable racers. Historically this requirement was fulfilled by the Farr 40, now by the Farr 400. Ideal boats would be optimized for buoy race heavy blocks but still capable of competing in the Annapolis to Newport and Around Long Island races with little to no modification.

(4) 2x J/70 to provide a high performance small keelboat training platform. Supports training for intercollegiate regattas on similar boats (SCOR- Melges 32, USCGA J/70 Regattas) as well as match race training capability for the IC team.

(5) 3x J/105 requirement is twofold. The ability to compete in the Annapolis J/105 Fleet provides the best possible one-design training at a high level of competitiveness. Regattas regularly see more than 20 boats competing. Second, the ICSA keelboat program is expanding and doing so on a J/105 foundation. The Storm Trysail Club’s Intercollegiate Offshore Regatta Circuit is largely centered on the J/105 class, and programs such as the College of Charleston are actively acquiring fleets of their own. USNA’s ability to maintain relevance in the ICSA keelboat circuit will likely hinge on the ability to be competitive in and host regattas on a fleet of J/105s

c. Desired traits for new donations include: modern design, asymmetrical spinnaker with prod/bowsprit, non-overlapping jib.

d. Fleet and donation planning should place emphasis on identifying and obtaining replacement vessels in sufficient time to ensure no lapse in capability occurs.



R. AHO
CDR USN

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