

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

Subj: 2018 VOST DELMARVA OPERATIONS ORDER (OORDER) 18/003

Ref: (a) DIVPRODEVINST 3120.1B Standard Operating Procedures (SOP) and Regulations Manual for Large Sail Training Craft at the United States Naval Academy  
(b) DIVPRODEVINST 3530.2F, Sail Training Craft Navigation Standards  
(c) Boat Information Book (BIB) for United States Naval Academy Navy 44 MKII Sail Training Craft  
(d) Personnel Qualification Standard (PQS) for Large Sail Training Craft  
(e) DNASNOTE 3120 2014 Experiential Leadership Guide

1. Purpose. To promulgate the 2018 Navy Sailing Delmarva Operations Order governing conduct for the spring training cruise. DELMARVA (Delaware, Maryland, Virginia) Peninsula circumnavigation serves as a shakedown passage for crews and boats in preparation for summer block sailing. This OORDER complements and supplements the requirements contained in references (a)-(e).

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 and log keeping skills
- (3) Radar navigation and low visibility training
- (4) VHF and HF Radio communication skills
- (5) AIS use and understanding
- (6) Boat handling skills (sail trim, helm technique, heavy weather methods)
- (7) Emergency response skills
- (8) Leadership skills
- (9) Team-building skills

b. Provide Skippers and OIC/AOICs with an opportunity to assess individual crew member performance, strengths and weaknesses, teaching skills and compatibility with other crew members.

3. Conduct of Operations.

a. Instructor and vessel assignment.

Squadron A: 11-14 May

NA 11 Skipper: MIDN 2/C Paige Krumwide	XO: MIDN 2/C Juan Afable
NA 22 Skipper: MIDN 2/C Jay Corbett	XO: MIDN 2/C Blaine Fletcher
NA 23 Skipper: MIDN 2/C Matt Signorelli	XO: MIDN 2/C Earl Crosby
NA 24 Skipper: MIDN 2/C Cassidy O'Brien	XO: MIDN 3/C Hayden Kuzemchak
NA 25 Skipper: MIDN 1/C Chris Cantillo	XO: MIDN 1/C Ted Papenthien

**Officer in Tactical Command (OTC): CAPT Don Worm aboard NA24**

Squadron B: 11-14 May

Wahoo – Skipper: MIDN 2/C Viktor Turner	XO: MIDN 2/C Matthew Dods
Hooligan – Skipper: MIDN 2/C George Davis	XO: MIDN 2/C Pierson Haines

**Officer in Tactical Command (OTC): Coach Jahn Tihansky aboard Hooligan**

- b. Direction of travel around DELMARVA Peninsula will be determined based on a weather evaluation by the OTC and Program Director, and approved by DNAS prior to departure.
- c. Boats in a squadron will stay within VHF transmission range of each other (nominally 15 nm) or as set by the OTC.
- d. All boats should maintain progress such that an SOA no greater than 6 knots is needed to arrive at Santee Basin at 1100 Monday, 14 May.
- e. Each squadron will complete the prescribed training drills as wind conditions and circumstances effectively allow, unless otherwise authorized by the Skipper. Each crew member shall, at a minimum, participate in the following drills during the passage:
- 1) Mainsail reefing
  - 2) Headsail reefing
  - 3) Spinnaker changes
  - 4) Deployment & recovery of drogue
  - 5) Emergency sail dousing and containment – set storm sails
  - 6) Rig main boon preventer, demonstrate accidental jibe (pending appropriate conditions)
  - 7) Anchor and get underway without using the engine in at least 50 feet of water depth
  - 8) Set up and execute towing drill as both towing and towed vessel. Tow should be maintained for no less than 15 minutes in each evolution (C&D canal is ideal location for this evolution). Drill should be coordinated using VHF comms, select separate discreet frequencies.
  - 9) Abandon ship drill – assemble gear (as assigned) and raise life raft to at least upper life line/pulpit rail except for Navy 44s which alternatively must remove transom cover and simulate steps to deploy raft (affix retaining lanyard to transom panel and stern pulpit to avoid accidental loss)
  - 10) Navigation:
    - (a) Situational awareness
    - (b) Log Keeping compliant with SOP
    - (c) Comply with 6 rules of DR, maintaining DR plot (visual fixes logged in bearing book and plotted on paper charts as primary, GPS and laptop secondary)
    - (d) Maintain awareness of TTG/ETA for upcoming waypoints and finish
    - (e) Plotting fixes (LOP, GPS, RADAR)
    - (f) Plot and communicate danger bearings to the Conn
  - 11) Crew Overboard Recovery – Upwind, downwind and reaching with both main/jib and main/spinnaker configurations as appropriate during both daylight and nighttime hours
  - 12) Radio Communications
    - (a) Maintain VHF contact with and provide status report to OTC and Squadron VHF freq at below schedule:
      1. Before start and after finish of any race
      2. At 0600 and 1800 each day unless otherwise authorized by OTC (activate and monitor SATPHONE for 20 minutes before and after at each radio check-in time)
      3. Upon arrival at each end of C&D canal (if not within sight of OTC vessel)
      4. Upon arrival at Santee Basin
      5. Boats will also report any extraordinary incidents affecting vessel operations (injuries, breakages, groundings)
    - (b) Scan VHF 13, 16, 69, 82A and maintain continuous watch
    - (c) Establish VHF communication with commercial traffic with courses that will overtake, meet or cross the STC, or as directed by OIC or OTC
    - (d) Negotiate safe passing arrangements with any conflicting traffic
    - (e) Obtain VHF weather forecast at each watch change

- (f) HF familiarization and operation (arrange to communicate with other squadron and possibly Robert Crown Center prior to getting underway)
  - (g) SATPHONE familiarization and operation (may be required for squadron comms based on past experience)
  - (h) OTC from each squadron will attempt to contact with NSDO via cell phone/text message to report squadron status upon departing the Chesapeake Bay entrance, upon entering the Delaware Bay and upon return of each boat to USNA
- 13) Meal prep & cleanup
  - 14) Simulated rudder loss (drogue deployment or rig emergency rudder)
  - 15) 8 simulated COB recoveries per watch section including at least 4 after dark (designate spotter, simulated flotation deployment, engine on, GPS MOB function activated, simulated emergency radio transmission, boat stopped alongside victim prior to recovery) Rig Oscar with light stick for night recoveries.
  - 16) 8 jib/spinnaker changes per watch section (at least four of which should be done in the ocean)
  - 17) 4 mainsail reefing cycles per watch section
  - 18) Hoist at least 2 separate crew members aloft to masthead as per non-race SOP, sea state and weather conditions permitting
  - 19) Deploy drogue and affect steering with rubber locked amidships, recover cycle (each watch section to execute one complete cycle during the passage)
  - 20) Rig emergency tiller and steer for minimum of 30 minutes under sail (each watch section to execute at least once during passage, preferable in more challenging conditions)

f. Crews will be competing for the Parker Memorial Trophy, which will combine a navigation/piloting competition with a handicap race. The navigation/piloting portion will count for 75% of a boat's score while the race portion will count for 25%. In the event the race must be abandoned, the nav/piloting portion will count for 100%.

#### 4. Action.

a. All personnel participating in the 2018 DELMARVA will comply with the requirements promulgated in this OPORDER.

b. All Sail Training Craft (STC) shall be operated in strict compliance with the SOP, Navigation Standards and the BIB (references (a) - (c)), as well as applicable technical manuals/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 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.

5. Cancellation. This OPORDER is effective upon receipt until 1 June 2018.

  
M. L. McCLURE

Distribution:  
Deputy Commandant of Professional Development

DDNAS  
Director, OSTS  
TrainO, 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)

ANNEX A to DELMARVA OPORDER 3120 18/003

List of Required Charts:

- 12210 Chincoteague Inlet to Great Machipongo Inlet
- 12211 Fenwick Island to Chicoteague Inlet
- 12214 Cape May to Fenwick Island
- 12317 Cape May Harbor Chart
- 12221 Chesapeake Bay Entrance
- 12222 Cape Charles to Norfolk Harbor
- 12225 Wolf Trap to Smith Point
- 12230 Smith Point to Cove Point
- 12245 Hampton Roads
- 12263 Cove Point to Sandy Point
- 12264 Patuxent River & Vicinity
- 12270 Eastern Bay & South River
- 12274 Head of Chesapeake Bay
- 12277 C&D Canal
- 12278 Approaches to Baltimore Harbor
- 12282 Severn & Magothy Rivers
- 12304 Delaware Bay
- 12311 Delaware River-Smyrna River to Wilmington

ANNEX B to DELMARVA OPORDER 3120 18/003

**Itinerary**

**Thursday 10 May**

- 0900 Available Mids to muster in VOST Classroom RCC morning brief by Coach T  
Morning - Boat work, navigation prep, safety equipment and gear load out
- 1200 Break for lunch
- 1245  
Complete navigation preps, obtain checkout by OIC/VOST staff  
Load water, pump out holding tank if req.  
Safety equipment checkout w/ OIC/VOST staff  
Load personal gear  
Complete and load provisioning  
Complete watch assignments, obtain checkout by OIC/VOST staff  
Complete all remaining boat prep items
- 1645 Skippers, OIC, AOIC briefing by Coach T in VOST Office
- 1715 Full crew briefing in VOST classroom

**Friday 11 May**

- 1100 Weather briefing in VOST classroom (skippers, OIC/AOICs)
- 1200 Squadron A gets underway
- 1330 Squadron B gets underway

**Saturday 12 May** Sail Training

**Sunday 13 May** Sail Training

**Monday 14 May** 1100 Return to Santee Basin

**Prior to Dismissing Crew:**

Clean boat, pump holding tank, stow inventory, work up discrepancy lists, write chits, make repairs, individually debrief crew members. Upon completion report boat status to VOST Office.

**VOST Fleet Rendezvous Times (No later than):**

Cove Pt.	2100	11 May
N. Ches Bay Bridge Tunnel	1400	12 May
Cape Henlopen	1300	13 May
S. Reedy Pt.	0000	14 May

ANNEX C to DELMARVA OPORDER 3120 18/003

Useful Telephone Numbers:

**Navy Sailing Duty Officer:** (443) 871-2330

**Cutter Shed Duty Officer:** (410) 320-0993

**CDR Marisa McClure (DNAS):** W: (410) 293-5601  
C: (813) 919-7362

**Jahn Tihansky, Director VOST:** W: (410) 293-5608  
C: (410) 320-1710

**LT Fluhr, VOST Operations** W: (410) 293-5611  
C: (804) 436-3726

**Cuttershed:** W: (410) 293-5630

**OSTS OTC:** Sat phone: 8816 3152 5053  
**VOST OTC Delmarva A Navy 44:** Sat phone: 8816 3152 5050  
Cell phone: (443) 699-3605  
VHF Frequency: 68  
**VOST OTC Delmarva B Hooligan:** Sat phone: 8816 3152 5054  
Cell phone: (410) 320-1710  
VHF Frequency: 69

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

Annapolis, MD:

Clinic (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)

COAST GUARD RESCUE CENTERS (RCC NORFOLK): 757 398 6231

OTC SATPHONE

To call a sat phone from either a cell phone or a land line, dial 1-480-768-2500. Listen to the recording, then enter the 12 digit sat phone number.

To make a call from the sat phone, turn power on, then extend antenna. To call a number in the US, dial 00 1 +area code and phone number.

ANNEX D to DELMARVA OPORDER 3120 18/003

DELMARVA OPORDER 18/003 – POST-CRUISE REPORT

DD MMM YY

From: NAME, Skipper, NA-XX NAME  
To: Director, Naval Academy Sailing  
Via: (1) Director, Offshore Sail Training Squadron  
(2) Deputy Director, Naval Academy Sailing

Subj: NA-XX/VESSEL NAME POST CRUISE REPORT

Ref: (a) Navy Sailing 2018 Delmarva OPORDER 18/003

1. Voyage Summary.
2. Crew Performance. Provide brief summary of each crew member
  - a. Executive Officer (XO).
  - b. Crew
3. Training Accomplished. The Training and Certification matrix is attached as enclosure (1). The following additional training was accomplished:
4. Navigation.
5. Communications.
6. Sail Training Craft Material Condition.
7. Heavy Weather.
8. Medical Problems Encountered.
9. Disciplinary Problems Encountered.
10. Recommendation for Certification as a Skipper.
  - a. The following personnel are recommended for designation as an XO (D-CS qual):
  - b. The following personnel are recommended for designation as a Skipper (D-OS qual):
11. Lessons Learned and Recommendations.

Very respectfully,

SKIPPER NAME

ANNEX E to DELMARVA OPORDER 3120 18/003

**NAVIGATION RACE DELMARVA 2018**

**Objective:** Combine and compel non-electronic navigation and long distance PHRF race

**Goal:** Require navigation by visual fixes – no GPS during race – SOA minimum 5 Knots/Hr

GPS Limitation: GPS may only be used during this race in case of emergency, may otherwise only be turned on after finish of race.

Prescribed Charts with plotted fixes and DRs on appropriate charts with corresponding ships log entries and bearing log records.

Bonus points; Score adjusted for all fixes between sunset/sunrise hours

**Awards:** Navigation pin(s) to winner, formal recognition at team meeting

**Scoring:** PHRF corrected time finish position - 25%  
Ships log - 20% (calculated based on 6 rules of DR)  
Charting - 30% (calculated based on 6 Rules of DR)  
Bearing log - 20% (compared to fixes on chart)  
Set & Drift calculations – 5% (must include log entry and DR plot)

**SOUTHBOUND BAY RACE (Practice race, electronic navigation permitted as required for safe ops)**

Location – Chesapeake Bay between Cove Point and Chesapeake Bay entrance

Distance & time: Approx 82 nm

Course information: Start when green buoy “77” south of Cove Point bears 270 deg. mag at less than 200 yards distance, leave yellow buoy “C” FL Y 4 sec. east of bombing targets to starboard, leave Point no Point Light Fl 6 sec. to port, leave green can buoy “69A” to port, leave green buoy “65” Fl G 2.5 sec. to starboard, leave Smith Point Light FL 10 sec. to starboard, leave red nun buoy “2” off Bluff Point to port, leave green buoy “43” FL G 2.5 sec. to starboard, finish within 50 yards of red buoy “18” FLR 2.5 sec. bearing 270 deg. mag. at less than 50 yards.

**OCEAN RACE (Results will be used for Parker Memorial scoring, conditions permitting)**

Location – Atlantic Ocean between Parramore Island and Delaware Bay

Distance & time: Approx 90 nm

Start when red buoy “10” FLR 4 sec. east of Parramore Island bears 300 deg mag at less than 200 yards, leave red buoy “8” FL R 2.5 sec. to port, leave red nun buoy “2” southeast of Assateague I. to starboard, leave red buoy “6” FL R 6 sec. to port, leave red buoy “2” FL R 4 sec. (off Ocean City inlet) to starboard, leave green buoy “IFS” FL G 4 sec. to port, finish within 50 yards of green buoy “IHC” FL G 2.5 sec. bearing 090 deg mag.

## UPPER BAY RACE

Location – Northern Chesapeake Bay between Sassafras River and Chesapeake Bay Bridge

Distance & time: Approx. 32 nm

Start between green buoy “7” FL G 2.5 sec. and green buoy “8” FL R 2.5 sec., leave green buoy “41” FL G 2.5 sec. to port, leave green buoy “37” QG to port, leave red buoy “26” QR to starboard, leave green buoy “11” QG to port, finish within 50 yards of Mo(A) buoy “LP” on bearing of 270 deg. mag.

Decision on course selection will be made by OTCs.

Each boat shall log their leg start time when abeam close aboard of the prescribed starting navigation aid and then proceed along the course to the finish. Boats in each squadron shall log their finish time and report to the OTC that they have finished the race. Upon finishing a race leg, boats should stand clear of commercial traffic and continue training exercises while awaiting arrival of remaining squadron boats. Once all have finished, the OTC will broadcast the plan for continuation of passage. At an opportune time, the OTC will collect the start and finish times from boats.

**Additional race courses may be designated at discretion of each squadron OTC in consultation with squadron OICs.**

**TBA**

### **PHRF Handicaps:**

SWIFT = 93

MK2 44s = 81

Wahoo = -39

Hooligan = -90

time allowance 183 sec/mi

time allowance 171 sec/mi

time allowance 51 sec/mi

time allowance 0 sec/mi