

APPENDIX I TO ANNEX C OF DNAS OORDER 20/002 - PHASE I CREW
CERTIFICATION

SAFETY

_____ Read, and initial for having read, the SOP, chapter 4.

_____ Read, and initial for having read, the OIC Standing Orders.

_____ Read, and initial for having read, the Man Overboard Bill.
Describe the actions taken by all hands if someone falls
overboard. Sketch the Quick Stop Man Overboard Procedure.

SEAMANSHIP

_____ Sketch the topside arrangement of the STC and properly label
all components.

_____ Sketch the standing and running rigging of the STC and
properly label all components.

_____ Sketch a jib and mainsail and properly label all components.

_____ Demonstrate proficiency tying the following knots:

- | | |
|----------------|----------------|
| - Cleat Hitch | - Bowline |
| - Figure eight | - Timber Hitch |
| - Reef knot | - Sheet bend |
| - Half Hitch | - Clove Hitch |

_____ Demonstrate proficiency in:

- | | |
|-------------------|-------------------|
| - Tossing a line | - Receiving lines |
| - Cleating a line | - Coiling a line |
| - Easing lines | - Stowing lines |

_____ Demonstrate proficiency while using proper line-handling
commands:

- | | |
|------------|-----------|
| - Cast off | - Take in |
| - Slack | - Ease |
| - Check | - Hold |
| - Pass | - Surge |

_____ Demonstrate proficiency at various stations while tacking
and jibing.

_____ Demonstrate proficiency while reefing and changing
headsails.

_____ Describe what it means to sail "by the lee."

_____ Demonstrate how to properly rig a preventer, and describe what it prevents.

_____ Demonstrate proficiency as Helmsman during a Man Overboard.

ENGINEERING

_____ Ready the STC for underway by using the Prior to Underway Checklists.

_____ Describe how to properly divorce from/bring on shore power.

_____ Properly secure the STC using the Santee Basin Securing Checklist.

NAVIGATION

_____ Prepare charts for underway using the Navy Sailing Chart Preparation Checklist.

_____ Describe the types of information found in Chart Number 1, the Notice to Mariners and Reeds Nautical Almanac.

CONTACT AVOIDANCE

_____ Demonstrate knowledge of basic Rules of the Road.

APPENDIX II TO ANNEX C OF DNAS OPORTER 20/002 - PHASE II CREW AND VESSEL CERTIFICATION - THURSDAY TO SATURDAY

1. General. The Phase II Crew and Vessel Certification is a sailing exercise designed to simulate, to the maximum extent possible, offshore sailing conditions. Every effort must be made to maximize the time under sail during this training period. Auxiliary power should only be used to maintain an adequate SOA to return to the Naval Academy by end of the time limit. Except in the case of emergencies, pulling into port/anchoring is NOT AUTHORIZED during this portion of the cruise.

a. CSNTS Cruise Blocks will sail south in the Chesapeake Bay as far as practical to return within the 48-hour time frame. All STC shall remain south of the Chesapeake Bay Bridge, unless specifically authorized by DNAS prior to departure.

b. VOST Cruise Blocks will circumnavigate the Delaware-Maryland-Virginia (DELMARVA) peninsula.

2. Command and Control. DNAS shall be contacted via the NSDO as soon as possible before a decision to abandon this phase of crew and vessel certification is implemented. This does not preclude OTCs or OICs from making on-the-spot decisions necessary to ensure the safety of their crews or STC. The intent is to involve DNAS personally in any decision to change the published training schedule.

3. Right-of-Way Rules. All STC are to comply with the Navigation Rules, International - Inland during all phases of the Summer Cruise Program. VOST STC will also comply with the International Sailing Association Federation Racing Rules when racing.

4. Comms. During Phase II Crew and Vessel Certification, all STC will follow the comms check and reporting requirements defined in Appendix II to Annex A.

5. Exercise Requirements. All STC are required to perform the exercises listed below. Each exercise may be performed at a time selected by the OIC, as long as the required static conditions are satisfied. Two different drills shall not be conducted simultaneously. Performance of each exercise, including the total time spent conducting the exercise, shall be noted in the Offshore Log. This log shall be provided for review to the

CSNTS/VOST Program Director upon the conclusion of the Phase II Crew and Vessel Certification.

6. Crew Manifest. A correct crew manifest shall be left with the NSDO prior to departure.

SAFETY

_____ Describe your duties and responsibilities per the Watch, Quarter, and Station Bill for various evolutions and casualties.

_____ Sketch a waterplane view of the STC and properly label all through hulls and below waterline penetrations.

_____ State the location of the following safety equipment:

- Kapok life jackets
- Man overboard equipment
- Life raft(s)
- First-Aid kits
- Fire extinguishers

_____ Describe your actions if you discover fire or flooding.

_____ Correctly don a safety harness and describe automatic and manual actuation methods. Discuss the use of the whistle, strobe, and dye marker.

_____ Describe the difference between the emergency alarms.

_____ Describe the safety precautions associated with the liquefied petroleum gas (LPG) stove.

WATCHSTANDING

_____ Performs proper face-to-face watch turnover.

SEAMANSHIP

_____ Demonstrate proficiency while serving as helmsman on various points of sail, including after dark.

_____ Demonstrate proficiency while serving as helmsman under power.

_____ Review heavy weather procedures.

_____ Set and operate with Storm Sails.

_____ Break out and deploy the Gale Rider.

NAVIGATION

_____ Demonstrate proficiency while coordinating with the helmsman and lookout to determine best course to steer.

_____ Demonstrate proficiency translating the navigation picture from the chart to topside, and vice versa.

_____ Demonstrate proficiency while maintaining the Deck Log.

_____ Demonstrate proficiency while navigating using visual fixes, to include properly maintaining the Gyro Record Book.

_____ Demonstrate proficiency in sighting, identifying, gaining, and subsequently dropping visual navigation aids while proceeding down track.

_____ Demonstrate proficiency while navigating using electronic (radar) fixes.

_____ Compare charted depth with fathometer depth.

_____ Demonstrate proficiency while navigating using the Six Rules of deduced reckoning (DR).

_____ Describe the purpose of the following buoys:

- | | |
|--------------------|---------------------------|
| - Channel buoys | - Preferred channel buoys |
| - Cardinal marks | - Isolated danger marks |
| - Safe water marks | - Special marks |

_____ Properly determine set and drift.

CONTACT AVOIDANCE

_____ Maintains a proper lookout following COLREGS.

_____ Define the significance of constant bearing, decreasing range (CBDR).

_____ Demonstrate proficiency while determining bearing drift and evaluating whether a risk of collision exists for various contacts.

_____ Determine the target angle of a visual contact.

COMMS

_____ Demonstrate proficiency in Bridge-to-Bridge comms.

_____ Explain the difference between SECURITE, PAN PAN, and MAYDAY procedures. Simulate making these calls.

ENGINEERING

_____ Sketch the STC's steering system and label all components.

DAMAGE CONTROL

_____ Describe your abandon-ship responsibilities per the Watch, Quarter, and Station Bill.

_____ Break out and explain the use of the DC Bag's contents.

_____ Describe the recommended extinguishing agents for each class of fire and explain the:

- Activation and operation of HALON
- Operation of portable CO2 extinguishers
- Operation of portable Dry Chemical extinguishers.

_____ Describe the actions required for failed rigging components/dismasting.

_____ Describe the actions required for loss of steering casualties.

_____ Rig, and operate with, the emergency steering system.

APPENDIX IV TO ANNEX C OF DNAS OORDER 20/002 - PHASE III -
OFFSHORE PASSAGE/CLASSROOM AFLOAT

SAFETY

_____ Describe your duties and responsibilities per the Watch, Quarter, and Station Bill for various evolutions and casualties.

_____ Describe hazards associated with offshore sailing.

_____ Describe methods to minimize the chance/impact of seasickness (complete before exiting the bay).

SEAMANSHIP

_____ Demonstrate proficiency as helmsman while sailing in steep seas.

_____ Discuss heavy weather tactics.

_____ Prior to arrival in the remote port, describe the following with regard to ship handling:

- Controllable and non-controllable forces
- Effect current has on your vessel while mooring or getting underway from a pier
- How to determine the state of the tides and current using stationary objects and floating aids to navigation
- Mooring strategies for expected pier configuration

_____ Determine the status of mooring lines and ground tackle.

NAVIGATION

_____ Discuss the capabilities and limitations of GPS and Loran C.

_____ Demonstrate proficiency while navigating using electronic (Loran C/GPS) fixes.

_____ Demonstrate proficiency while navigating using Running Fixes.

_____ State and apply the 3-minute rule.

_____ State and apply the 6-minute rule.

_____ Conduct a detailed Navigation Brief per the Navy Sailing Navigation Brief Checklist prior to entering the remote port. If time is available:

_____ Calculate twilight, sunrise, and sunset/moonrise and moonset using strip forms. Compare your calculations with actual results.

_____ Determine Index Error of a sextant.

_____ Use sextant to determine altitude of sun (Hs).

_____ Work with the first class midshipmen to complete a day's work in navigation to include:

Morning Stars
Latitude by Local Apparent Noon
Evening Stars

_____ Using Tide Tables and strip form, calculate tidal data at the estimated time of arrival at the remote port.

_____ Using Current Tables and strip form, calculate predicted daily current at the estimated time of arrival at the remote port.

CONTACT AVOIDANCE

_____ Define CBDR.

_____ Demonstrate proficiency while determining bearing drift and evaluating whether a risk of collision exists for various contacts.

_____ Determine the target angle of a visual contact.

_____ Track contacts using visual observations.

_____ Track contacts on radar.

_____ Use a maneuvering board to determine:

- A contact's course and speed
- A contact's Closest Point of Approach (CPA)
- A course and speed to avoid a contact
- True wind
- Relative wind on next leg

COMMS

_____ Demonstrate proficiency making daily comms checks/reports.

_____ Demonstrate proficiency using the HF comms suite.

_____ Line up for, receive, and interpret information from off-hull sources (for example, weatherfax)

ENGINEERING

_____ Sketch the STC's auxiliary propulsion system from the diesel to the propeller. Include the fuel oil system in the diagram, and identify the location of the fuel isolation valves.

_____ Sketch the electrical distribution system and identify the location of the main power isolation (Perko/Guest) switches.

DAMAGE CONTROL

_____ Describe emergency procedures in the event the STC has been holed by a submerged object.

_____ Describe the proper procedures for protection against lightning strikes.

_____ Describe the procedures involved with air-rescue operations.

_____ Discuss abandon-ship duties and responsibilities, as well as physical/emotional considerations.