

# *Let's Go Sailing*

## Instructor Guide

July 2002

**COURSE DESCRIPTION:** *Let's Go Sailing* (LGS) is a textbook for beginning sailors published by the American Sailing Association (ASA). The book is small in size with 89 pages divided into four chapters. Each chapter has its own Review Questions. There is also an extensive glossary and index. Each chapter uses easy-to-understand graphics to illustrate sailing techniques.

The LGS textbook is **NOT** NASBLA approved. For a course to be NASBLA approved, it must contain the necessary information to meet NASBLA standards. These standards are the same for power boaters and sailors. Thus, rather than having another separate NASBLA-approved sailing course, as we had in the past, LGS will be taught in conjunction with one of our already existing NASBLA-approved courses: *Boating Safely*, *America's Boating Course*, or *Boating Skills and Seamanship* (at least the Core Course). LGS lends itself very well to this type of integration.

LGS may also be offered as a non-NASBLA-approved, stand-alone course. This would be appropriate for the students who do not need or want NASBLA certification.

In addition, LGS may be combined with any other Auxiliary course, such as *Navigating with GPS* or any of the Optional Lessons in the Twelfth Edition of BS&S.

The course is available through the normal Auxiliary supply system. It is packaged ten courses to the box. Each package contains ten textbooks, ten examinations and answer sheets, and ten graduation certificates.

**COURSE LENGTH:** The total number of hours and the allocation of time among the chapters are left to the discretion of each Flotilla. However, as a guideline, allot four hours to cover the LGS material. Flotillas that offer LGS as a stand-alone course may want to add additional subject matter to lengthen the course.

One example might be for the Flotilla to offer a BSC class, which needs between 6 and 8 hours, and add LGS, which would add another 4 hours to the course for a total teaching time of between 10 and 12 hours. Or, using LGS with another stand-alone course, such as the BS&S Optional Lesson 9, Introduction to Navigation, (a 2-hour minimum lesson), would make the total teaching hours 6 plus. (Probably closer to 8 hours, because it is difficult to teach Lesson 9 in two hours.)

**COURSE ELECTRONIC PROJECTION SUPPORT:** There will be a robust Power Point presentation to support LGS. Look for an announcement in the What's New section of the Auxiliary web site. The presentation should be completed by late September 2002.

**COURSE REPORTING:** There is a field for reporting LGS on the Course Completion form. When combined with another course or lesson, report them separately. Specifically, LGS would be reported as a course completed and another course completed box would be checked for whatever was taught in conjunction with LGS. The appropriate hours are to be apportioned to each course.

**COURSE INTEGRATION:** Flotillas have much latitude in the integration of LGS with any of the three base courses. It can be taught in its entirety after one of these courses - or prior to it, for that matter. Following are some suggested ways of integrating LGS with each course:

*BOATING SAFELY*

| <u>Lesson</u> | <u>BSC</u> | <u>LGS</u> |
|---------------|------------|------------|
| 1             | Chapter 1  |            |
| 2             |            | Chapter 1  |
| 3             | Chapter 2  |            |
| 4             | Chapter 3  |            |
| 5             | Chapter 4  |            |
| 6             |            | Chapter 2  |
| 7             |            | Chapter 3  |
| 8             | Chapter 5  |            |
| 9             | Chapter 6  |            |
| 10            | Chapter 7  |            |
| 11            | Chapter 8  |            |
| 12            |            | Chapter 4  |

*AMERICA'S BOATING COURSE*

| <u>Lesson</u> | <u>ABC</u> | <u>LGS</u> |
|---------------|------------|------------|
| 1             | Chapter 1  |            |
| 2             |            | Chapter 1  |
| 3             |            | Chapter 2  |
| 4             | Chapter 2  |            |
| 5             | Chapter 3  |            |
| 6             | Chapter 4  |            |
| 7             |            | Chapter 3  |
| 8             | Chapter 5  |            |
| 9             | Chapter 6  |            |
| 10            | Chapter 7  |            |
| 11            |            | Chapter 4  |

*BOATING SKILLS & SEAMANSHIP*

| <u>Lesson</u> | <u>BS&amp;S</u>          | <u>LGS</u> |
|---------------|--------------------------|------------|
| 1             | Lesson 1                 |            |
| 2             |                          | Chapter 1  |
| 3             | Lesson 2                 |            |
| 4             |                          | Chapter 2  |
| 5             | Lesson 3                 |            |
| 6             | Lesson 4                 |            |
| 7             |                          | Chapter 3  |
| 8             | Lesson 5                 |            |
| 9             | Lesson 6                 |            |
| 10            | Lesson 7 (If applicable) |            |
| 11            | Lesson 8                 |            |
| 12            |                          | Chapter 4  |

## *Let's Go Sailing – Final Examination – 25 Questions – INSTRUCTOR COPY*

(The correct answers are indicated by an “\*”).  
Use the normal Auxiliary Answer Template for grading.)

1. When you are on a port tack:
  1. the boom is on the starboard side of the boat \*
  2. the boom in on the port side of the boat
  3. the wind is coming from the stern
  4. the wind is coming from the bow
  
2. The mainsail outhaul is located:
  1. where the mainsail connects to the aft portion of the boom \*
  2. where the jib sheet is attached to the jib
  3. where the foot of the mainsail connects to the mast
  4. where the mainsail connects at the top of the mast
  
3. The leach of a sail:
  1. is its leading edge
  2. keeps a downward pressure on the mainsail
  3. is where the mainsail connects to the mast
  4. is its trailing edge \*
  
4. A broad reach is a point of sail where the wind:
  1. is coming directly from the side of the boat
  2. is coming from the stern of the boat
  3. is coming from between the side and stern of the boat \*
  4. is coming from between the side and the bow of the boat
  
5. The major danger while launching a sailboat is:
  1. not wearing PFDs
  2. not having the rudder secured
  3. touching power cables with your mast \*
  4. launching too fast
  
6. The easiest and safest point of sail is:
  1. close hauled
  2. a reach \*
  3. a run
  4. in irons

7. The principal risk when sailing downwind is:

1. an accidental jibe \*
1. lack of rudder control
2. moving too slowly
3. lack of boat control

8. The principal function of the boom vang is to:

1. keep the boom steady upwind
2. hold the boom down on a reach and/or run \*
3. keep the mainsail curved
4. keep the jib straight

9. One difference between sailing close-hauled and other points of sail is:

1. close-hauled generates the most sail power
2. a close-hauled sail cannot be luffed
3. close-hauled is the easiest to do
4. close-hauled requires the greatest attention to prevent luffing \*

10. If a boat capsizes, it is best to:

1. stay with the boat \*
2. swim to shore
3. keep the main sheet tight
4. not try to right the boat

11. To help avoid a capsize:

1. all of the conditions below \*
2. sail with the mainsheet uncleated
3. release or ease the mainsheet in a gust
4. avoid close-hauled in very high winds

12. A major reason for underestimating coldness while sailing is:

1. chill factor \*
2. poor insulation of yachting clothes
3. poor wind resistance of clothes
4. loss of body heat

13. Mild hypothermia is experienced when the body temperature goes below:

1. 98 degrees
2. 90 degrees
3. 95 degrees \*
4. 92 degrees

14. When sailing on a close-hauled course, the centerboard:

1. should be partially up
2. should be fully up
3. doesn't matter
4. should be completely down \*

15. As the sailing course changes from close-hauled to a run:

1. the centerboard should be lowered completely
2. the centerboard should be raised to a little more than half way up \*
3. the centerboard should be completely up
4. the centerboard should be almost down

16. When winds are predicted to remain the same during the day, it's recommended that you:

1. plan the course to return home close-hauled
2. plan the course to return home on a reach or run \*
3. start sailing generally on a run
4. not having a strategy

17. The local tides should be known before starting to sail because:

1. the water depth will affect boat speed
2. the water depth will affect the ability to maintain a course
3. the tide may become too high to return home
4. the tide may be become too low to return home \*

18. The stand-on boat is:

1. any boat under sail
2. the boat that maintains it's course and speed\*
3. the boat that is standing still
4. the boat that changes it's course and/or speed

19. When two sailboats approach each other on opposite tacks:

1. the boat on a port tack is the stand-on boat
2. the boat that is close hauled is the stand-on boat
3. the boat on a starboard tack is the stand-on boat \*
4. the boat that is on a run is the stand-on boat

20. When a sailboat is overtaking another:

1. the boat clear ahead is the stand-on boat \*
2. the boat that is overtaking is the stand-on boat
3. the boat that is sailing the fastest is the stand-on boat
4. the boat astern must ask permission to overtake the other

21. Tying up to a dock facing directly into the wind is best because:

1. it is the easiest point of sail to start sailing
2. it is easy to start on a run
3. the boat does not hit the dock
4. the sail is easiest to raise and lower \*

22. When beaching a sailboat, it is best to:

1. raise the centerboard half way and sail directly to the shore
2. raise the centerboard completely, and sail directly to the shore
3. leave the centerboard down, and sail directly to the shore
4. raise the centerboard, go overboard when you can stand, and bring it to shore with the wind on the bow \*

23. A good sailing knot is one that:

1. is very strong
2. does not untie easily
3. holds well but unties easily \*
4. is easy to tie

24. Jibing is accomplished by:

1. heading away from the wind and changing tacks \*
2. heading into the wind
3. heading into the wind and tacking
4. heading away from the wind

25. The crew on a two-person boat is best positioned:

1. along side and opposite the driver
2. astern of the driver
3. on the bow
4. in front of the driver \*