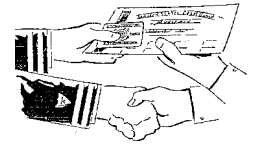

PE

Speed-gram



Number 5-99 July 1999

Ira D. Dolich, DC-E

Sailing Fundamentals - A Critique



This department has received numerous comments regarding *Sailing Fundamentals* (SF) since its introduction in September 1998. These comments may be categorized as follows:

1. Typographical errors in the text and test.
2. Concern about the content, structure, and layout of the text.
3. Perceived lack of appropriate U.S. Coast Guard Auxiliary safety messages and other subject matter specifically when SF was compared to the *Sailing and Seamanship* (S&S).
See Attachment 1 for another perspective.
4. Little understanding of the partnership between the USCGAUX and the American Sailing Association (ASA) on the part of ASA Sailing Schools. Reports have been anecdotal in nature. However, see Attachment 2 for one success story.

It is the clear responsibility of your national staff to provide high quality courses. Therefore, this department is evaluating many of the appropriate ideas and suggestions put forth by Auxiliarists and students regarding the SF Course.

This *Speed-gram* deals with corrections and additions to the **SF text and test**:

- ◆ Some comments denote corrections that need to be made to the material. These are noted with the letter “C” in front of each point. Instructors and students should correct their text as needed.

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- ◆ Other comments provide advice, guidance and information to the instructor. These are denoted with the letter “A” in front of each point. It is suggested that additional information be provided to students.

Subsequent *Speed-grams* will cover other text revisions and activities regarding the above issues.

Corrections & Additions to the *Sailing Fundamentals* text

Please make the following changes in the Contents section of the text”:

- C1. Page 5, Part One, Ashore Knowledge:** Alcohol and Drug Abuse starts on page 25, not on page 26. The same error appears on page 34.
- C2. Page 6, Part Five, Ashore Knowledge:** review questions appear on page 150 and not on page 149.

Please make the following changes in the Ashore Knowledge portion of “Part One” of the text:

- A3. Page 7, right column, first paragraph, last line:** there is no ASA membership application in text.
- A4. Page 9, left column, third paragraph:** this refers to the USCGAUX S&S Course and S&S exam. Reference to this course should be deleted.
- C5. Page 12, right column, third paragraph, last line:** add quotation mark after “wind.”
- C6. Page 13, left column, first paragraph, last line:** add quotation mark after “left.”
- A7. Page 16, right column, first line:** the words “one person craft” are in conflict with the illustration on page 195.
- C8. Page 29, left column, last line:** change text to read—”pact of an oil spill and reduces the”

Please make the following changes in the Skills Afloat portion of “Part One” of the text:

- C9. Page 36, right column, second paragraph, third line:** underway is one word, not two as it appears in the text.
- C10. Page 37, Sailing Check List, number 1:** “p. 154” should read “p. 166.”
- C11. Page 37, Sailing Check List, number 4:** “(See Appendix B, p.191” should read “(See Essential Safety Equipment, p.103)”
- C12. Page 55, Coming About with Mainsail and jib, right column, next to last line:** “Page 48” should read “Page 56 or 49.”

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Please make the following changes in the Ashore Knowledge portion of “Part Two” of the text:

- A13. Page 78, right column, section entitled: “WHEN APPROACHING ANOTHER SAILBOAT.”:** Use following to agree with current NAVRULES—
- a. When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
 - b. When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
 - c. If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.
 - d. For the purpose of this rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.
 - e. The give-way vessel always alters course to pass astern of the stand-on vessel. The stand-on vessel is obligated to maintain a steady course during any crossing situation. However, if a collision is imminent, the stand-on vessel should alter course to stay clear as well.
- A14. Page 79, section entitled: “WHEN APPROACHING A POWERED VESSEL.”:** Use the following to agree with current NAVRULES:
- a. In general, sailboats are stand-on vessels when approaching power-driven vessels. However, there are four exceptions:
 - (1) When overtaking a power-driven vessel, a sailboat is the give-way vessel.
 - (2) A sailboat must stay clear of a vessel not under command, i.e., unable to maneuver.
 - (3) A sailboat must stay clear of a vessel engaged in fishing with nets, lines, trawls or any other fishing apparatus which restricts maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability.
 - b. The fourth exception, i.e. narrow channels or confined areas, is explained correctly in the existing text, i.e., the last paragraph before “**WHEN APPROACHING DIVERS.**”
- C15. Page 80, Review Questions:** in the stem of the question, change “have the right-of-way over” to read: “are stand-on vessels whenever approaching.”

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Please make the following changes in the Skills Afloat portion of “Part Two” of the text:

C16. Page 86, left column, fourth line: delete “of” or replace it with “that.”

Please make the following changes in the Ashore Knowledge portion of “Part Three” of the text:

C17. Page 91, under the “THE SAFETY HARNESS,” second paragraph, fourth line: the words “base of stanchions” should read: “the base of the stanchion.”

C18. Page 97, left column, third paragraph, second line: delete “a” and change “towel” to “towels.”

C19. Page 97, right column, first line: change to read: “Some sailors sew safety harnesses into their coats as well.”

Please make the following changes in the Ashore Knowledge portion of “Part Four” of the text:

C20. Page 112, Daysail Planning, right column, third paragraph, fifth line: “under way” should be “underway.”

C21. Page 113, Chart Symbols, right column, third paragraph, first line: add “of” between “degree” and “latitude.”

A22. Page 124, left column, fourth paragraph, second line: to help the student better understand mooring lines, make reference to the illustration on page 63.

Please make the following changes in the Skills Afloat portion of “Part Four” of the text:

C23. Page 128, Exercise, THE FINAL APPROACH, left columns, first paragraph, line five: “P. 148” should read “P. 160.”

C24. Page 129, HEAVING TO, line three: delete “Systems”. The correct title is “Reefing.”

A25. Page 131, left column, first paragraph: The text indicates that docking a boat alongside the intended berth is the same as picking up a marker (Part 2). Part 2, however, does not mention the procedure of picking up a marker. These instructions appear on page 134 in Part Four.

C26. Page 133, SECURING THE VESSEL, line three: the words “with a cleat hitch” should read “with cleat hitches.”

Please make the following changes in the Ashore Knowledge portion of “Part Five” of the text:

C27. Page 145, right column, second paragraph, sixth line: change “and” to “or.” In line nine: change “and” to “or.”

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C28. Page 146, caption for illustration, line three: change “throwaisle” to “throwable.”

C29. Page 146, right column, seventh line: change “their” to “the.” Existing wording could imply that the fire is the responsibility of the rescue authority.

Please make the following changes in the Skills Afloat portion of “Part Five” of the text:

A30. Page 154, TROUBLESHOOTING THE ENGINE, under Battery and Starter Motor, last entry: this should be deleted. Batteries and starter motors do not require engine oil.

C31. Page 159, left column below exercises, third paragraph, first line: “under way” should be “underway.”

Please make the following changes in the Ashore Knowledge portion of “Part Six” of the text:

C32. Page 165, right column, second paragraph, fourth line: “p.161” should read “p.173.”

C33. Page 169, right column, last paragraph, third line: “p.159” should read “p.167-168.”

A34. Page 176, left column diagram of towing bridle: there is an inconsistency between the diagram and text in the right column, fourth paragraph, first three lines. Diagram shows bridle attached to mooring cleats (no other cleats in diagram), yet text states that mooring cleats should not be used for towing, and the words “Do not use them.” appear in Italics.

C35. Page 176, left column, second paragraph, third line: change “lie” to “line.”

C36. Page 177, right column, first paragraph, second line: change “p. 135” to “p. 147.”

Please make the following changes in the Skills Afloat portion of “Part Six” of the text:

C37. Page 181, left column, first paragraph, last line: “(see p.171)” should read “(see p.184).”

C38. Page 182, Exercise: REEFING IN, number 8, third line: “under way” should be “underway.”

Please make the following changes in the Special Sailing Portion of “Part Seven” of the text:

C39. Page 189, left column, SAILING TO WINDWARD, second paragraph, fourth line: “(p. 178)” should read “(p.190).”

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Please make the following changes in the Glossary portion of the text:

- C40. Page 205, left column, under “BATTENS,” second line:** change “a pocket” to read “pockets.”
- C41. Page 205, right column: “BURDENED VESSEL.”:** should read: “GIVE-WAY VESSEL. A boat required to keep out of the way of another vessel.” It should be relocated under the G’s on page 206.
- C42. Page 208, left column: “PRIVILEGED VESSEL.”:** should read: “STAND-ON VESSEL. A boat that keeps here course and speed.” It should be relocated under the S’s in the right column.

Please make the following changes in the Index portion of the text:

- C43. Page 213, INDEX, extreme right column:** “Getting “under way” should read “Getting “underway.”
- C44. Page 218, INDEX, extreme right column:** “Under way, see Getting under way” should read: Underway, see Getting underway.”
- A45. General comment about docking:** Docking is covered on pages 60-63, 124, and 132-133. However, there is no mention about adjusting mooring lines according to the rise and fall of the tide.

Please make the following corrections in the *Sailing Fundamentals* exam designated Code SF-98-01:

- 1. Question # 1-9:** Move answer choice #1 down to the #4 position and answer choice #4 up to the #1 position.
- 2. Question # 2-4:** Change question text to read “The mainsheet is led to a slide which is fastened across the boat, and is called a”
- 3. Question # 3-9:** Change answer choice #1 to “working jib”
- 4. Question # 5-6:** Change answer choice #3 to “attach”
- 5. Question #5-8:** Change answer choice #3 to “yarn”
- 6. Question #5-8:** Change question text to read: “fairlead, you should tie”
- 7. Question #7-9:** Change answer choice #2 to “forty-five”
- 8. Question #10-2:** Change question text to read “port”
- 9. Question #11-1:** Change question text to read “planing hull”

Thanks to all who have submitted corrections and updates with particular thanks to Dudley Overton, DVC-EO, Tom Angott, BC-EDE, and Alan G. Smith (Flotilla 103 1NR) for their work in compiling these corrections.

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Re: Sailing Fundamentals

Posted By: **Ed Huntsman, Phoenix** <ehuntsman@totalfulfillment.com>

Date: 4/1/99 12:13

In Response To: [Sailing Fundamentals \(Ray Birnbaum 0704 1SR\)](#)

Our flotilla taught the SF course last Jan-Feb and found it (overall) to be a "Breath of fresh air" when compared to our other PE courses. There is, in my opinion, opportunity for improvement with regard to the flow of the text; I found myself referring to topics that had not yet been covered early on in the course. Because of that, I had to take time to explain some basic terms, procedures and other issues prior to those topic's formal introduction in the course. However, I found the course to be an improvement over our previous standard. The text is much easier to read and the color pictures/illustrations are better than those in the S&S text.

I've heard some of the membership suggest that the course is lacking for experienced sailors, or those who wish to skipper a larger boat. While that may be true, the course is intended as an introduction to BASIC keelboat sailing, and it is just that; nothing more. As we always do, we introduced additional material as needed to customize the curriculum and instruction to our particular class, and I'd suggest you do the same, based on the need of the specific class.

The students, most of which had "some" degree of sailing experience, said that they found the course informative and usefull. They all passed the final.

We're looking forward to our next class.



School News School News School News

Island Sailing Club and USCG Auxiliary Teamwork

The partnership between ASA affiliates and the US Coast Guard Auxiliary in sailing education was displayed recently by the Island Sailing Club in Portland, Oregon. The Island Sailing Club offered the use of its facilities to the local US Coast Guard Auxiliary unit for the Coast Guard's Sailing Fundamentals course, which uses the same Sailing Fundamentals text used in the ASA Basic Keelboat Sailing course. This cooperation demonstrates the growing role of the ASA in the field of safe boating education, and the capability of ASA affiliates to reach out to new boaters.

Susan Everhard Named Marine Woman of the Year

Susan Williams Everhard, Vice President of Florida Yacht Charters & Sales, Inc., has been awarded the 1998 "Darlene Briggs Marine Woman of the Year Award" by the Marine Retailers Association of America (MRAA). This prestigious award is given annually to an outstanding woman actively involved in the marine industry who exhibits a commitment to the advancement of women in the industry.

Susan is a licensed yacht salesperson for FYC&S. She also supervises the yacht charter and sailing school operations of FYC&S which requires the management of 35 vessels in three locations (Miami Beach, Key West and Marsh Harbor.) Susan is active in many marine organizations including the ASA, Marine Council, Miami Yacht Club, Marine Industries



Susan Williams Everhard

Association of South Florida and the National Women's Sailing Association.

After learning the skills of marine management at her family's business, Fox River Marina, Inc., in Oshkosh, Wisconsin, Susan went on to race at the collegiate level and taught sailing at the University of Wisconsin. She and her sister, Nancy Williams Batchelor, founded FYC&S in 1983. Together they have earned many awards for their outstanding service and sales in FYC&S's 15 years of operation. We extend our hearty congratulations to Susan.

ASA Video/Correspon- dence Courses

We thought Puget Sound Sailing School came up with a good idea to attract busy, time-deprived professionals to its classes. The school offers a video/correspondence option for students of its ASA Coastal Navigation course. Students enjoy the

convenience of planning their navigation training around their busy schedules. The best time for one student may be first thing in the morning while another developing navigator might prefer to study late at night. The use of video/correspondence resources allows for just such flexibility.

Good Press for Tortola Marine

Congratulations to Tortola Marine Management and instructor Linda Hall who were mentioned in the March 1999 issue of SAIL magazine. The article covered learn-to-sail programs and included a section about learning to sail on a family charter. One section of the article was written by a member of a family of four that was certified in basic keelboat sailing during a family charter in the Virgin Islands through Tortola Marine. Linda was complemented on her instructional (and motivational) abilities, and all the family members on the charter passed the T101 with flying colors.

News From Water Ways

Captain Dave Jenkins has returned to Water Ways in Wrightsville Beach, NC to serve as Corporate Programs Coordinator. In his new role Dave will develop and execute custom training programs for business groups to work on team-building, planning and communication skills.

Water Ways also recently announced that staff member Captain Joe Duquette has been selected as a guest instructor at the U.S. Naval Academy. Joe will spend this summer sailing Naval Academy vessels with midshipman crews along the Atlantic coast north from Annapolis to Maine. Tough job, but somebody has to do it!