

General Description: Able to sail a centerboard or multihull sailboat in light to moderate winds and sea conditions in familiar waters without supervision. It is a daysailing standard on monohull or multihull sailboats less than 20 feet in length and without a **fixed, weighted keel**.

SAILING KNOWLEDGE

A Certified Sailor has successfully demonstrated his or her ability to:

1. Identify and describe the following:

Hull, deck, bow & stern, transom, mast, mast step, boom, gooseneck, shrouds, forestay, centerboard, daggerboard trunk, spreader

2. Identify and describe the functions of the following items on a sailboat:

Mainsheet, jib sheet(s), rudder, tiller, traveler, tiller extension, halyard(s), outhaul, cunningham, boomvang, downhaul, boom, topping lift, jib fairlead, shackle, bailers, cleats, telltails, stays & shrouds, hiking straps, fenders, buoyancy tanks, winches, centerboard/daggerboard, leeboard

3. Define the following terms:

Port, starboard, skipper & crew, helmsman, forward, aft, tacking, gybing, running rigging, ahead, astern, standing rigging, windward, leeward, beam, heel

4. Identify the following sails and parts of a sail:

Mainsail, jib, spinnaker, luff, leech, head, foot, tack, clew, battens, batten pockets

5. Describe the following terms and points of sail and identify them from diagrams:

head to wind, in-irons, luffing, starboard tack, port tack, close hauled, close reach, beam reach, broad reach, running, heading up, heading down, windward boat, leeward boat, sailing by the lee

6. Apply the "**Rules of the Road**" (International and Inland "Navigation Rules" for prevention of collision) for:

- a. port tack and starboard tack sailboats
- b. overtaking situation
- c. windward and leeward sailboat
- d. powerboat and sailboat
- e. combinations of the above

7. Describe the danger and common location of overhead power lines as they relate to sailing and trailering.]

8. Describe the danger of cold and hot weather (hypothermia and heat exhaustion) and why a sailor should always wear shoes and life preserver.

SAILING SKILLS

1. Select, put on and properly secure a personal flotation device on land and in the water.
2. Select proper clothing for sailing.
3. Properly rig, launch, and retrieve the specified boat (dry sail -hoist, beach rack - dolly, dock, or mooring).
4. Safely get into and out of the specified boat at a dock in shallow water and in open water.
5. Properly stow and secure all loose gear and rigging on the candidate's boat.
6. Without an instructor onboard and without direction, while acting as helmsman (and again as crew), sail away from a dock and mooring, sail an upwind and a downwind course and return to the dock and mooring in familiar waters, in light to moderate winds & sea conditions.
7. Clear halyards and sails, hoist the basic sails, set appropriate luff tension, checking for stopper knots and secure halyard tails.
8. Leave a dock, mooring or beach completely prepared, in control in various wind directions.
9. Select and use the correct approach on returning to the mooring, beach or dock while under control, at slow speed, and with various wind directions.
10. Sail closer to the wind as helmsman (on command).
11. Quickly trim sails correctly as crew.
12. Use proper commands: "heading-up, sheet in" ... "sheeting in".
13. Steer away from wind as helmsman (on Command).
14. Ease and then trim sails correctly as crew.
15. Use proper commands: "heading down, ease sheets" .."easing sheets".
16. Quickly bring the specified boat to a close reach as helmsman (on command) and immediately ease the sheets (luff sails) to stop the boat as crew.
17. Place the specified boat "in irons" (head to wind and not moving) as helmsman (as well as crew) and then sail off in a predetermined direction using proper rudder control and backing of the sails.
18. Select and maintain a given course without changing the point of sail as helmsman.
19. Trim sails correctly as crew.
20. Maintain proper for-and-aft boat trim as helmsman and crew.
21. Reduce excessive heel (as helmsman and crew) using:
 - a. weight distribution,
 - b. rudder control,
 - c. sail trim and
 - d. combination of these methods.
22. Select as helmsman the new close hauled course prior to a tack and then hold the new course following the tack while controlling the main.
23. Release the jib sheet as crew and trim the new sheet at the proper time and control the main when asked.
24. Use proper commands: "ready about" - "ready" - "helms-a-lee" or "hard-a-lee" - "trim the course".
25. Select as helmsman the new broad reach course prior to a gybe while controlling the main.
26. Release the jib sheet as crew and trim the new sheet at the proper time and control the main when asked.
27. Use proper commands:
"ready to gybe" - "ready" - "gybe-ho" - "trim to course".

Steering Rules

28. Correctly apply as helmsman the basic steering and sailing rules governing:
 - a. port tack and starboard tack sailboats
 - b. windward and leeward sailboats
 - c. overtaking situation
 - d. powerboats and sailboat
 - e. combination of the above

Man Overboard

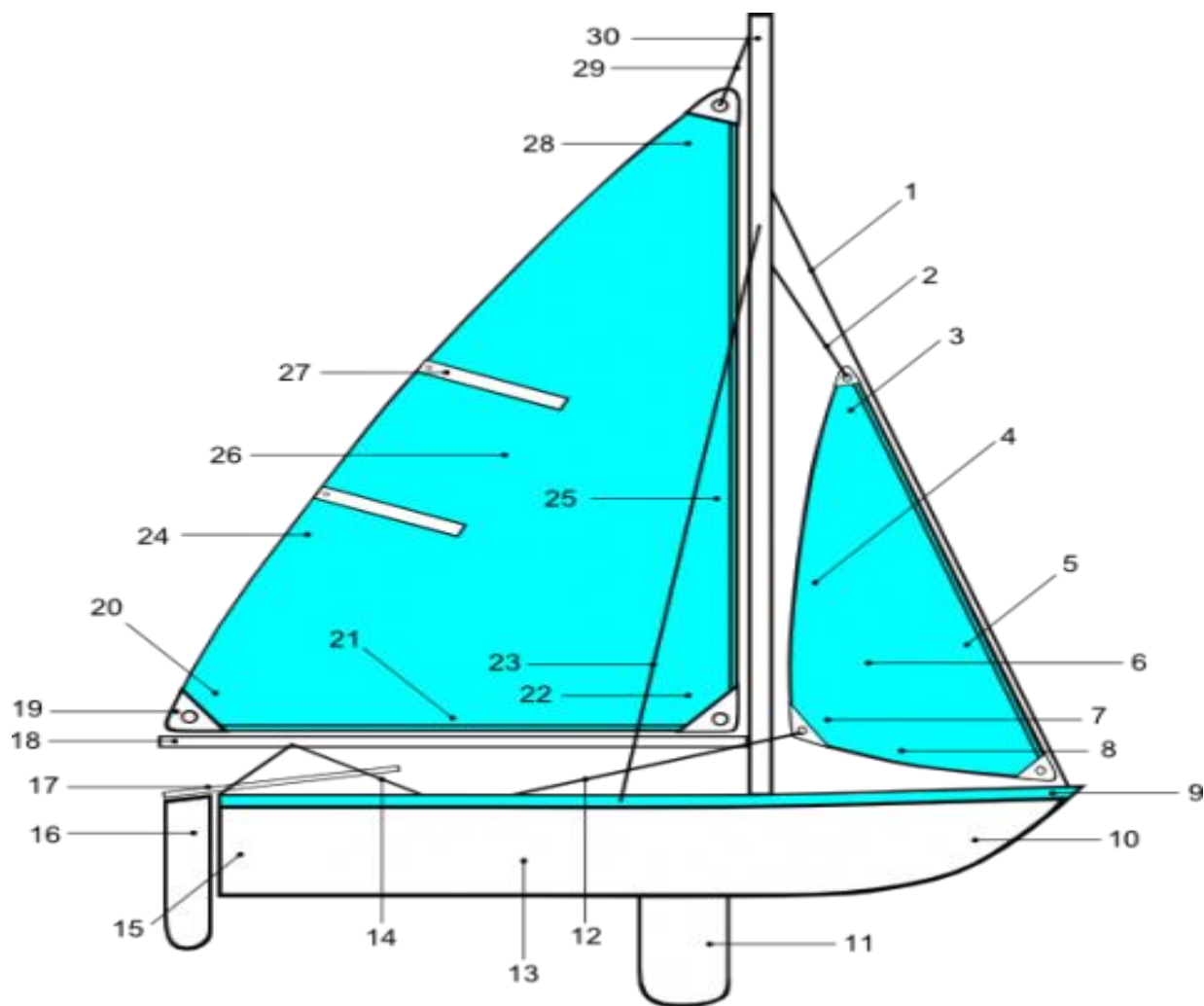
29. Demonstrate as helmsman/skipper and describe the proper actions to be taken from the time a person falls overboard without warning until the crew member is safely recovered over the transom or over the side. Speed at this level, while important, is secondary to safety in performing this procedure.

Capsize and Recovery

30. Demonstrate safe capsize recovery (righting) techniques for a capsize candidates' boat. The "scoop method" may be used if appropriate.
31. Steer a sailboat by the lee for 100 yards without gybing.
32. Steer a sailboat backwards for 20 yards with sails backed.
33. Accept and secure a towline with sails up well as with sails down.
34. Pass on a towline while underway.
35. Lower and secure jib while boat is nearly head to wind.
36. Lower and furl (with Assistance) main neatly.
37. Properly fold and bag (with assistance) all sails.

Knots

38. Securely tie a sailboat to a dock and mooring.
39. Describe the function and tie the following knots without assistance:
 - a. bowline (20 seconds or less)
 - b. figure eights (15 seconds or less)
 - c. cleat hitch (15 seconds or less)
 - d. round turn and two half hitches (20 seconds or less)



1. Forestay: The rigging that runs from the bow of the boat to the mast that the jib is attached to.

2. Jib Halyard: The line that is used to raise the jib. It is attached to the jib's head, runs up to the mast, through a pulley and down the mast to a cleat at the bottom of the mast.

3. Jib's Head: The top corner of the jib. This is the corner of the sail that is attached to the jib halyard.

4. Jib's Leech: The after edge of the jib.

5. Jib's Luff: The forward edge of the jib that is attached to the forestay.

6. Jib: The smaller sail toward the bow of the boat.

7. Jib's Clew: The lower after corner that attaches to the jib sheets.

8. Jib's Foot: The bottom edge of the jib.

9. Deck: The top flat surface of the boat.

10. Bow: The front of the boat.

11. Keel/ Centerboard/ Bilge Board: A vertical fin that is weighted and that acts as a counterweight that offsets the force of the wind that is pushing the boat sideways.
12. Jib Sheet: The lines that are attached to the jib's clew that are used to trim the sail.
13. Hull: The body of the boat.
14. Main Sheet: The lines that are attached to the mainsail's clew that are used to trim the sail.
15. Stern: The back of the boat.
16. Rudder: The vertical steering foil attached to the stern of the boat.
17. Tiller: The wooden arm that is used to control the direction the rudder is turned.
18. Boom: The horizontal bar (or spar) that is attached to the foot of the mainsail.
19. Eyelet: The circular hole that is at each corner of the sails that is used to attach lines to the sail or to attach the sail to the mast or boom.
20. Main Clew: The lower after corner that attaches to the mainsail sheets.
21. Main Foot: The bottom edge of the mainsail.
22. Main Tack: The lower forward corner of the mainsail.
23. Shroud: The rigging that runs from the top portion of the mast to the side of the boat. Without this, the mast falls over
24. Main Leech: The after edge of the mainsail.
25. Main Luff: The forward edge of the mainsail that is attached to the mast.
26. Mainsail: The sail that is hoisted up the mast and attached to the boom.
27. Batten: A plastic or wooden slat that is attached to the sail that prevents the sail from losing its shape.
28. Main Head: The top corner of the mainsail. This is the corner of the sail that is attached to the main halyard.
29. Main Halyard: The line that is used to raise the mainsail. It is attached to the mainsail's head, runs up to the mast, through a pulley and down the mast to a cleat at the bottom of the mast.
30. Mast: The long vertical spar that runs up the center of the boat and to which the sails are attached.