

Northern Breezes Sailing School
3949 Winnetka Ave North
Minneapolis, MN 55427
763-542-9707
Email: Info@sailingbreezes.com

ASA BASIC KEELBOAT SAMPLE TEST

We recommend the following handouts BE COMPLETED BEFORE your first class session. You may find answers within the *Sailing Made Easy* text or *Federal Requirements for Boaters* booklet. If you have any questions about the homework, your instructor will answer them in class.

We recommend you bring a jacket, sunscreen, and please NO BLACK SOLED SHOES please!

SAFETY EQUIPMENT - FEDERAL REQUIREMENTS

- State Registration or Federal documentation
- One approved type I, II, III, V PFD for each passenger or crew
- One type IV throwable cushion
- Fire Extinguisher Less than 26' (1) B-1 26' to under 40' (2) B-1, or 1 B-2 40' to 65' (3) B-1, 1 B-1 and 1 B-2
- Ventilation
- Backfire Flame Arrester (gasoline engines only)
- Running Lights if underway in reduced visibility
- Visual Distress Signals (flares) 16' and up 3 day and 3 night 39' and up! Audio Signals Bell, Horn, Whistle

ASA RECOMMENDED EQUIPMENT IN ADDITION TO COAST GUARD STANDARDS

- Anchor and Rode
- Bailing Device (Bilge Pump, etc.)
- First Aid Kit
- Navigation Equipment and Charts
- Compass
- VHF Radio
- Flashlight
- Tool Kit and Spare Parts

RULES OF THE ROAD

General

Boats shall keep to the starboard side of narrow channels whenever safe & practical.

In narrow channels, do not obstruct the safe passage of vessels, such as deep draft liners and freighters, which can navigate only inside of these lanes.

A vessel with "right-of-way" shall be referred to as Stand-On. A Stand-On vessel must maintain her course and speed until the risk of possible collision is over.

A "burdened vessel" shall be referred to as Give Way. The Give Way vessel must alter her course and/or speed to give way to a Stand-On vessel.

Rules

When two vessels are approaching each other on collision courses, one of them shall keep out of the way of the other as follows:

Under Sail

When each is on a different tack, the starboard tack boat shall Stand On, and the port tack boat shall Give Way.

When both are on the same tack, the vessel to leeward shall Stand On, the vessel to windward shall Give Way.

If a vessel on port tack sees a vessel approaching, and cannot be sure of the approaching vessel's tack, she shall Give Way.

A vessel overtaking any other vessel shall give way to the vessel being overtaken.

Under Power

A vessel under power will Give Way to a vessel under sail unless the powering vessel is restricted in its ability to maneuver, or if it is being overtaken.

If two powering vessels are approaching each other on intersecting courses, the vessel to port shall Give Way to the vessel to starboard.

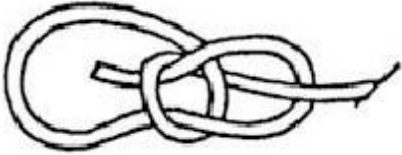
A vessel under power overtaking another vessel shall Give Way to the vessel being overtaken.

KNOTS

A good knot is:

1. Easy to tie.
2. Performs its function
3. Easy to untie

Bowline



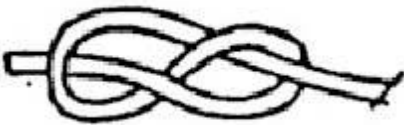
Provides a temporary non-slipping loop.

Rolling Hitch

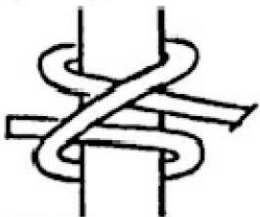


Used to bend a line to a spar or rope.

Figure 8 Knot Also called a stopper knot. Used to tie off the end of jib sheets to keep the lines from pulling through the turning block or fairlead.

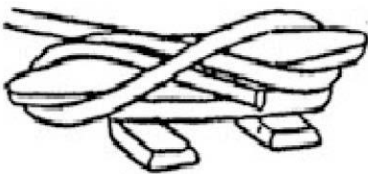


Clove Hitch



Temporary secure a boat to a piling.

Cleat Hitch



Used to secure boat lines to a cleat.

Round Turn, 2 Half Hitches Used to secure a vessel to a piling. Used to secure the clove hitch if docked for more than a few minutes.

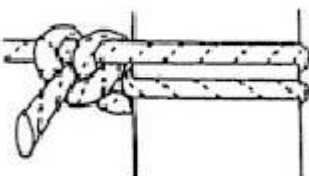
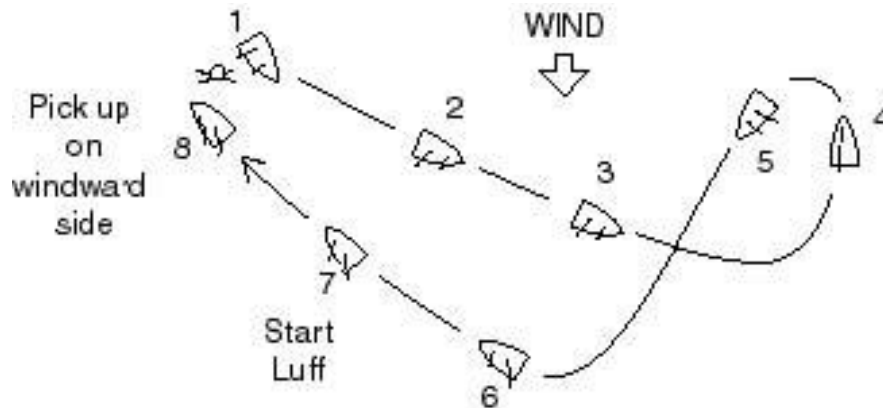


FIGURE 8 MAN OVERBOARD PROCEDURE



1. Announce "MAN OVERBOARD" and get all crew on deck.

2. Skipper should immediately:

- Assign a spotter to point at and keep constant eye contact with the victim.
- Have throwable cushion tossed to victim.
- Have boat headed to a beam or broad reach.
- Are you above or below victim?
- Fall off to a broad reach or tack back to victim.
- Do not jibe in this maneuver.

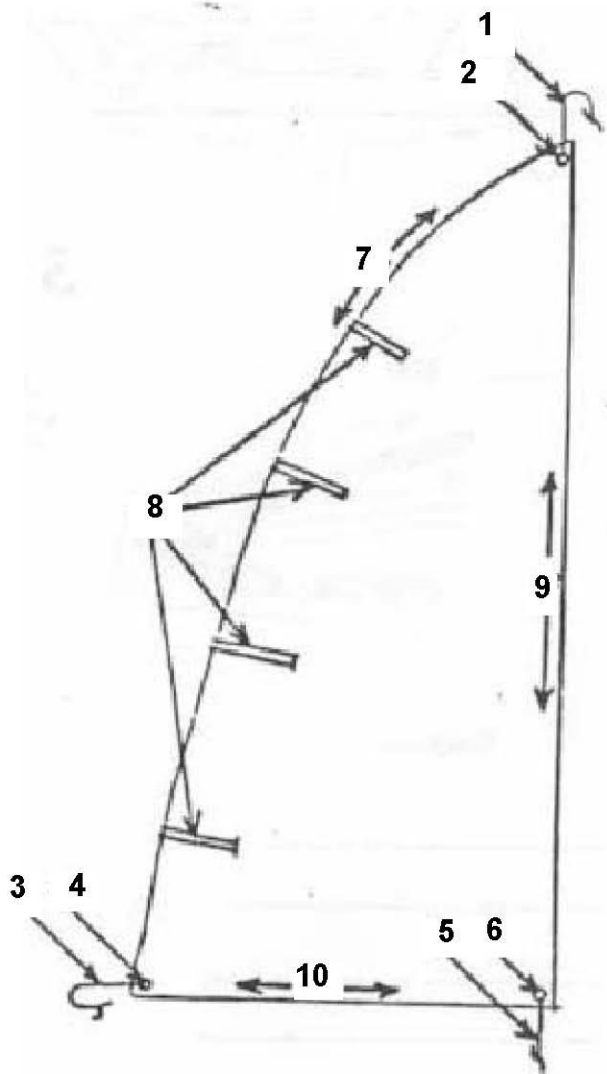
3. After sailing away far enough to prepare crew and equipment to retrieve victim, the skipper should tack the boat (distance depends on conditions).

4. With jib luffing, the skipper should bear off early to get sufficiently downwind to approach victim on a close reach.

5. Point boat at victim on close reach, luffing and trimming sails to adjust speed.

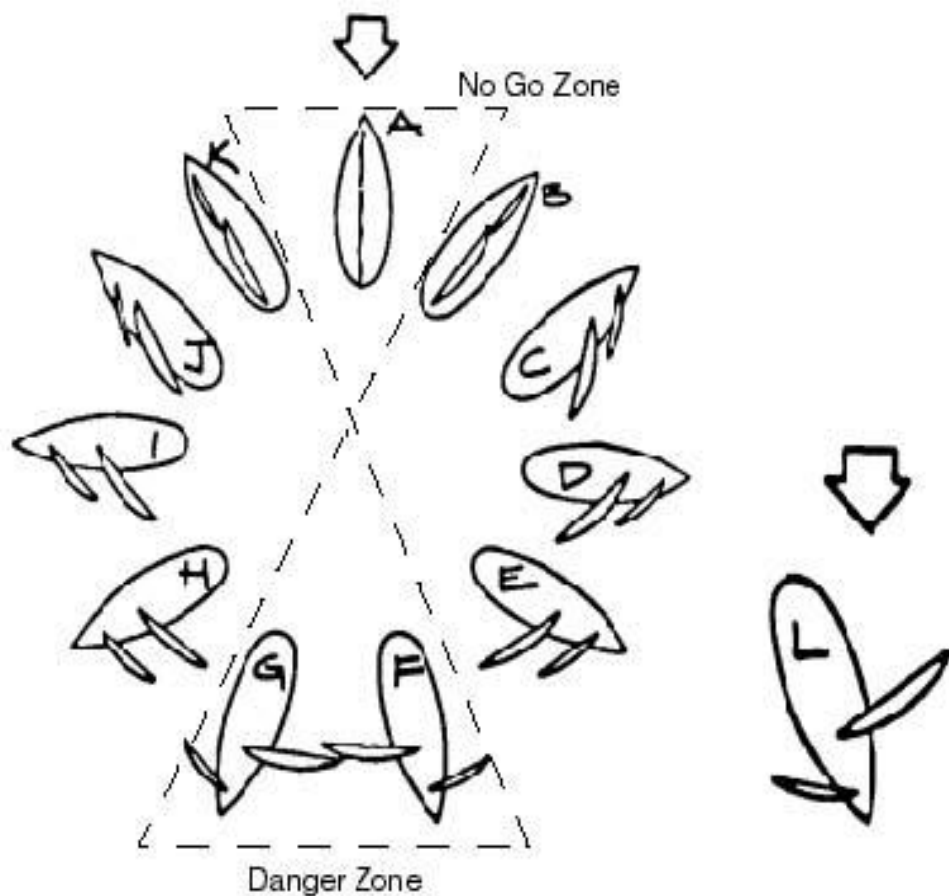
6. Recover victim on windward side. Boat should be STOPPED when recovering victim. It is actually dangerous to pick victim up on leeward side in waves and chop because the boat may land on the victim.

Name Parts of Sail or what attaches to it (1, 3, 5).



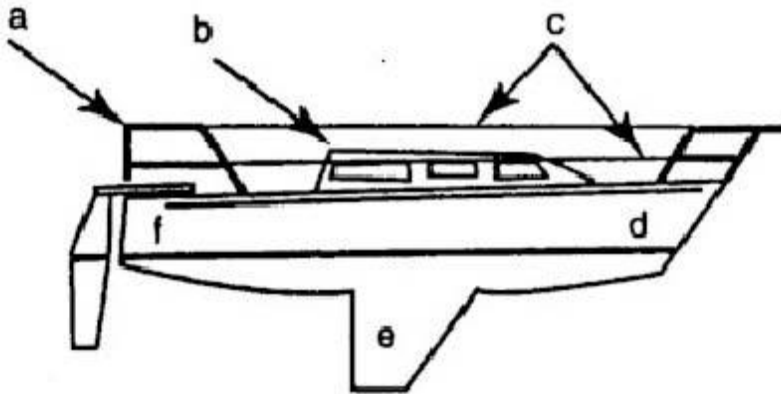
1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Name Points of Sail



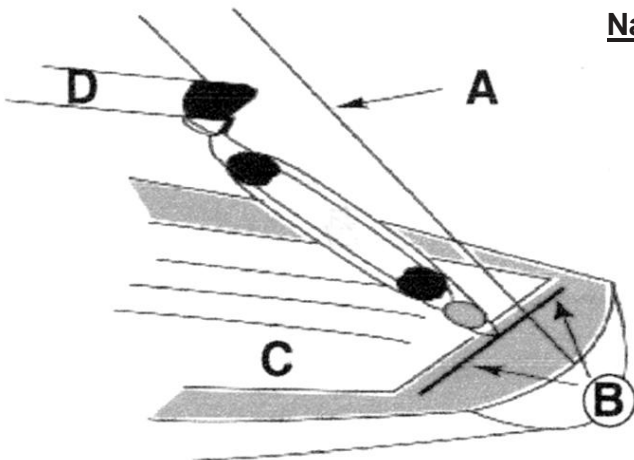
- A. _____
- B. _____
- C. _____
- D. _____
- E. _____
- F. _____
- G. _____
- H. _____
- I. _____
- J. _____
- K. _____
- L. _____

Name Parts of Boat and Rigging



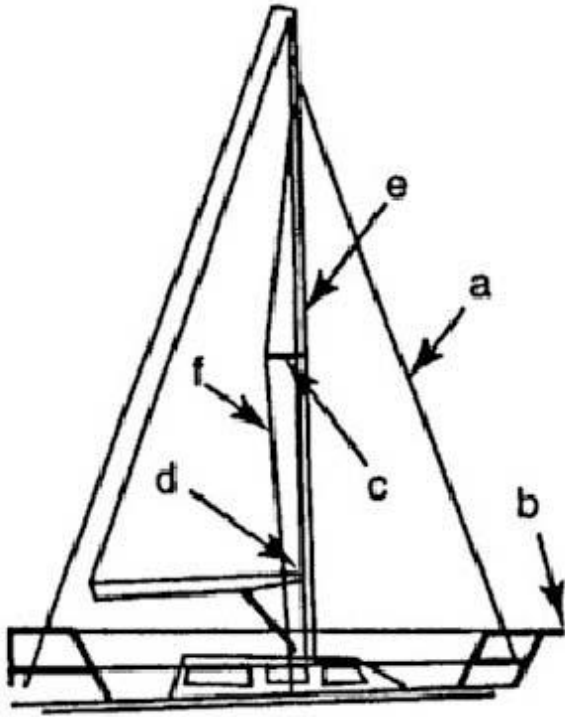
- A. _____
- B. _____
- C. _____
- D. _____
- E. _____
- F. _____

Name more Parts of Boat and Rigging



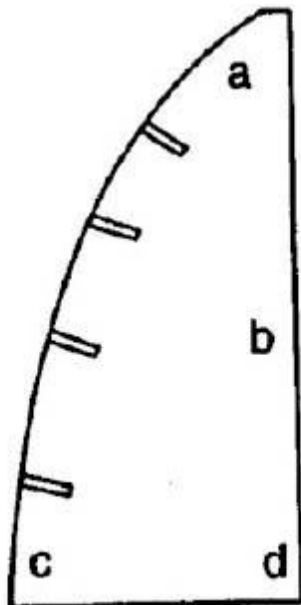
- A. _____
- B. _____
- C. _____
- D. _____

Name Parts of Boat



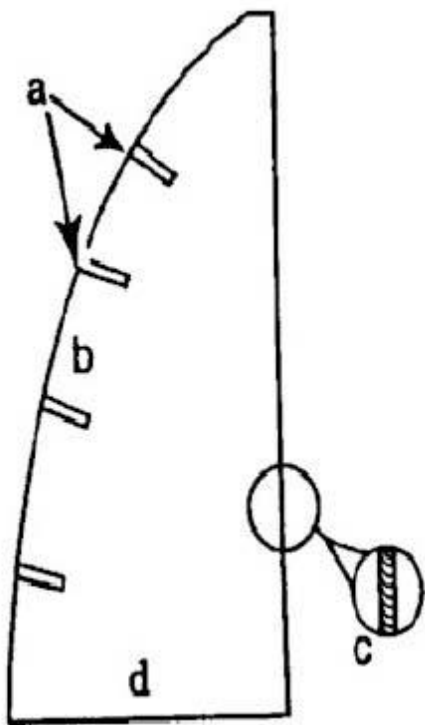
- A. _____
- B. _____
- C. _____
- D. _____
- E. _____
- F. _____

Name Parts of Sail

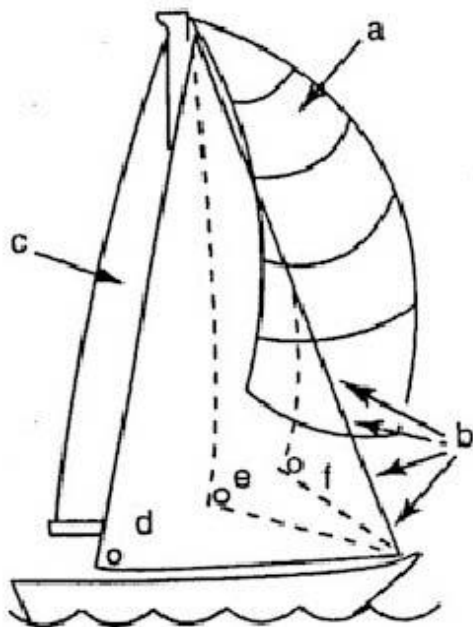


- A. _____
- B. _____
- C. _____
- D. _____

Name more Parts of Sail



- A. _____
- B. _____
- C. _____
- D. _____



Name these Sails
(B is not a sail)

- A. _____
- B. _____
- C. _____
- D. _____
- E. _____
- F. _____