

North Georgia Treasure Hunt



NORTH GEORGIA TREASURE HUNT

Ahoy Mates!

This is your student packet for your Basic Keelboat course

Forsyth Area Sports Teams is the 501 (c)(3) nonprofit that teaches this course. The course is free, taught by volunteers and is one of the treasures in the North Georgia Treasure Hunt! You trade nonprofit reward points called "Loony" for this course. Donate, compete or volunteer to get points. The supporting documents give our background and information about us.

This packet includes US Coast Guard sea service forms as it is hoped that you will continue your education and you will hold a US Coast Guard permit called a OUPV or join the USCG as a Merchant Marine Officer. The minimum time for a permit is 180 days. The minimum time to take the exam to become a Merchant Marine officer is 720 days with at least 180 days in the ocean. You will need to join the USCG for a minimum of 5 years.

I have included some examples of navigation questions that are not part of your basic sailing course but introduce you to what a USCG Captain must know. This advanced material is meant to inspire you to complete the challenge!

As the Captain of any boat you are responsible for safety, fire fighting, water rescue, repair and may have to scuba dive to remove entanglements or retrieve the anchor.

You should know a little about the person teaching you so I have included supporting documents. Some are just for fun, like the passport stamps for the 5 years I lived in Grand Cayman and Bonaire running dive charters, teaching scuba, being an underwater photography pro and taking people on sailing excursions.

If you want to have fun on the ocean and see the world it isn't that hard to get all the licenses and experience to be a "beach bum."

Basic Keelboat Materials

The typical basic sailing course can be taught in 2 days, but three should be considered.

The material is easy enough that you should be able to do learn with self study. There are lots of free online sailing courses and youtube video if you can not find the information. Your volunteer sailing instructor will fill in the gaps. I have included the exam, just not the right answers. If you know what you have to learn, you should be able to learn it. At some point you will complete the exam and perform the sailing skills to complete the course.

Our vocational group home for "Special Heroes," such as my son who has the super powers of Down syndrome, are employed with recreational activities that we call "Treasure Hunts."

Welcome to your new adventure!

Captain Alan Kindree
CEO Forsyth Area Sports Teams aka the "Atlanta Volunteers"
mutiny@piratedivebar.com (678) 697-6566 https://piratedivebar.com



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The course will be taught in the boat using the checklist. But for your own curiosity at home, here is the exam! What you don't have are the right answers. There are youtube videos, lots of places online and books that offer sailing courses. The material is very easy. The important part are the lessons in the boat. Your instructor will teach the course and check off what you know.

The usual time to complete a basic sailing course is 16 hours. Time varies according to the student and the conditions.

A typical basic sailing course about $600. We trade 2,000 loony for it and include up to 20 hours.

This is a free course! You trade nonprofit reward points for it. Donate, win or volunteer to "Get Loony."

Once you have a treasure hunting license, let me know of your availability. Email, text or call.

Don't forget, we teach scuba, underwater photography and more!

Fair winds!

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AMERICAN SAILING ASSOCIATION

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ASA REGISTERED
BASIC KEELBOAT SAILING EXAMINATION

IMPORTANT - READ PRIOR TO OPENING THIS BOOKLET

IF THIS EXAM IS BEING TAKEN OUTSIDE AN ASA AFFILIATED SAILING SCHOOL IT IS AUTOMATICALLY INVALID. CONTACT THE ASA IMMEDIATELY AT (310) 822-7171

One examination booklet is assigned each candidate. An *original numbered* examination booklet is required to obtain your certification. If this booklet is not an original or has been used, STOP and contact your instructor for a new booklet.

You MUST print your name below *and* complete contact information on the back cover of this exam so that your test can be processed - then *wait for your instructor to advise you before opening this booklet.*

NAME_____ DATE_____

NAME OF INSTRUCTIONAL FACILITY_____

NAME OF INSTRUCTOR_____

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5301 Beethoven Street, Suite #265, Los Angeles, CA 90066 (310) 822-7171

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INSTRUCTIONS FOR TAKING THIS EXAMINATION

1. This Examination is a prerequisite for Certification to the Basic Keelboat Sailing Standard which includes the National Safe Boating Certification. Your examination consists of two parts: Part A - Written Examination of Sailing Knowledge and Part B - Examination of on-the-water Sailing Skills. Both parts must be satisfactorily completed prior to awarding Certification. If there is a delay in completing one of the two parts, the remaining part must be fully completed within 12 months of the date the first part was completed.

2. Part A consists of 130 questions. Tear the back page from this test booklet, complete the information block and use the answer sheet to indicate your answer choice. Please fill in the circle completely and erase any changed answers. Read each question carefully, take your time and use your best judgement in marking the correct answer. A passing score of at least 80% is required.

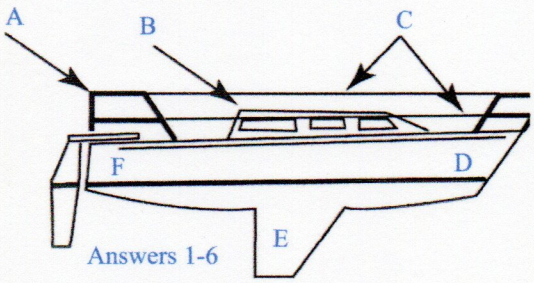
3. Part B contains 62 items of boat handling skills for you to demonstrate to your ASA Instructor. Your instructor will place a checkmark in the appropriate box when you have satisfactorily performed the task required. To achieve Certification you must attain 100% on Part B.

4. To enhance your educational experience *you are entitled to review the questions and your answers with the Instructor.* If you choose to do so, inform your Instructor so that a mutually convenient time can be arranged.

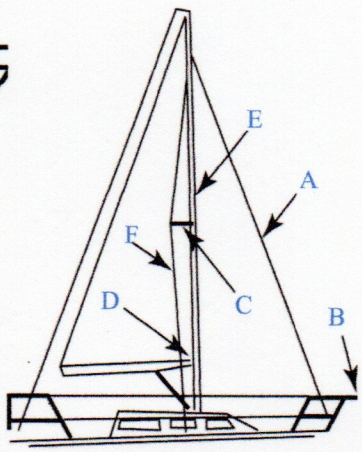
5. Should you fail either or both parts of your examination, you may arrange for retesting. Consult your Instructor or school for details.

Part A: Examination of Sailing Knowledge
(ASHORE KNOWLEDGE)

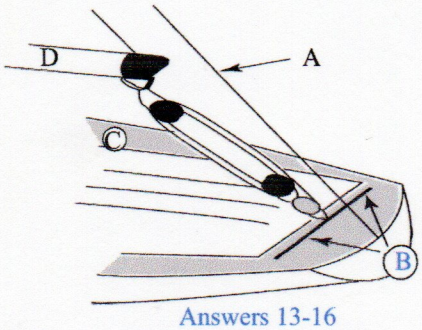
Identify the following parts of a sailboat on the diagrams: (Questions 1-16)



Answers 1-6



Answers 7-12



Answers 13-16

Questions 1-6
1. Lifelines
2. Keel
3. Cabin
4. Bow
5. Stern Pulpit
6. Stern

Questions 7-12
7. Bow Pulpit
8. Shroud
9. Gooseneck
10. Mast
11. Headstay/Forestay
12. Spreader

Questions 13-16
13. Deck
14. Traveler
15. Boom
16. Backstay

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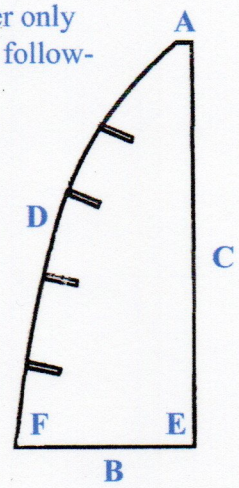
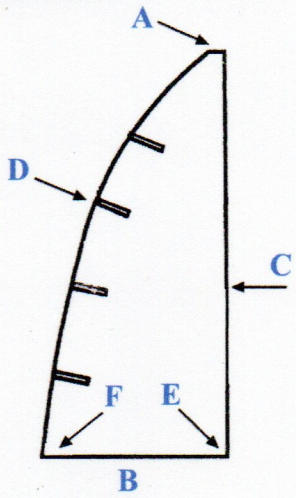
Using each answer only once, identify the following parts of the sail below:



Questions 17-22

17. Clew
18. Tack
19. Head
20. Luff
21. Leach
22. Foot



Use the diagram to the left to indicate where each item below is *attached or located*: (you may use answers more than once)

Questions 23-26

23. Bolt Rope
24. Battens and batten pockets
25. Halyard
26. Outhaul

Using answers only once, match the following sail types with the most accurate definition below:

27. Mainsail
28. Spinnaker
29. Jib
30. Genoa

A. A balloonlike sail used when running downwind
B. A large headsail that extends aft of the mast
C. The primary source of sail power attached along the aft edge of the mast
D. The sail set near the bow that does not extend aft of the mast

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Definitions

Using the answers only once, match the following definitions with one of the terms listed below:

31. Windward
32. Port
33. Starboard
34. Leeward
35. Astern
36. Abeam

A. The right side of the boat when facing the bow while aboard
B. The side of the boat further from the wind
C. The left side of the boat when facing the bow while aboard
D. The side of the boat closer to the wind
E. The area at a right angle (90 degrees) to the boat's keel
F. The area behind the boat

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37. Heel
38. Beam
39. Starboard tack
40. Aft
41. Forward
42. Port tack

A. Wind comes over the port side of the boat
B. Action of boat leaning caused by the wind
C. At or toward the stern
D. Measurement of the greatest width of the boat
E. At or toward the bow
F. Wind comes over the starboard side of the boat

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43. Helmsman
44. Ahead
45. Crew
46. Skipper
47. Running rigging
48. Standing rigging

A. Cables that support the mast(s)
B. Assist in the operation of the boat
C. Responsible for the safe operation of the boat
D. Area in front of the boat
E. Sheets, halyards and other lines that control sails
F. Steers the boat

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49. Tacking/coming about	A. Changing tacks so that the stern passes through the wind
50. Jibing	B. Flapping of the sails
51. Sailing by the lee	C. Turning the sailboat toward the direction of the wind
52. Heading up	D. Changing tacks so that the bow crosses through the wind
53. Bearing away	E. Sailing on a run, with the mainsail on the windward side of the boat
54. Luffing	F. Turning the sailboat away from the direction of the wind

Functions

Using the answers in each group only once, match the following items on a sailboat with the appropriate functions below:

55. Tiller/wheel	A. Provides mechanical advantage using a drum shaped device
56. Halyard(s)	B. Controls the trim of the mainsail
57. Mainsheet	C. Changes the direction of the boat when its position is changed in the water
58. Rudder	D. Controls the angle of the rudder
59. Winch	E. Raises the boom to a desired height when sail is lowered
60. Boom topping lift	F. Raises (hoist) the sails

61. Jibsheet(s)	A. Changes the angle of a line
62. Fairlead	B. Adjusts the tension of the foot of the mainsail
63. Shackle	C. Adjusts the tension of the luff of the mainsail
64. Block	D. A nautical pulley
65. Outhaul	E. Attaches halyard(s) to the sail
66. Downhaul/cunningham	F. A line that controls the trim of the jib

67. Fenders	A. Support the mast from the sides
68. Bow/stern lines	B. Pulls the boom down and keeps it from lifting/controls sail twist
69. Stays	C. Indicate the direction of the air flow over the sail
70. Boom vang	D. Cushion and protect the hull
71. Telltales	E. Secure a boat to a dock
72. Shrouds	F. Support the mast fore and aft (bow and stern)

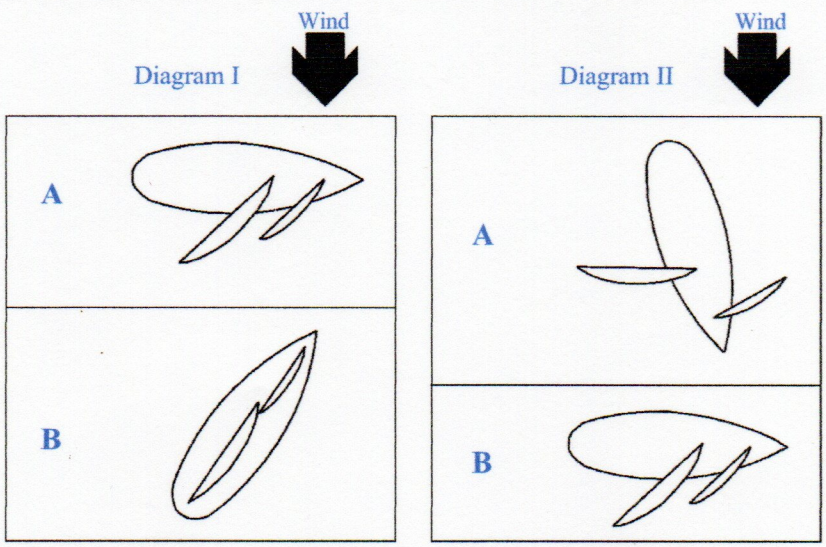
If the vessel in each diagram changes from point of sail "A" to point of sail "B", which best describes the boat's actions?

73. Diagram I

A. Heading up
B. Bearing away

74. Diagram II

A. Heading up
B. Bearing away



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Determine which vessel is the windward vessel in each of the diagrams:

75. Diagram I 76. Diagram II

Determine the tack of the windward vessel for each of the diagrams:

77. Diagram I 78. Diagram II

A. Starboard tack
B. Port tack
C. Lee tack
D. Windward tack

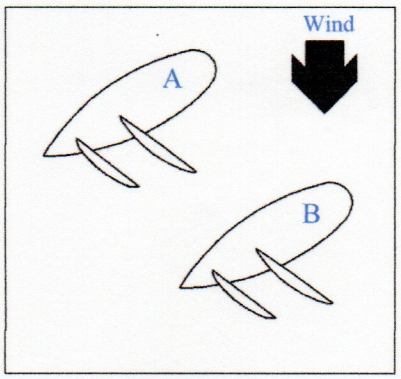


Diagram I

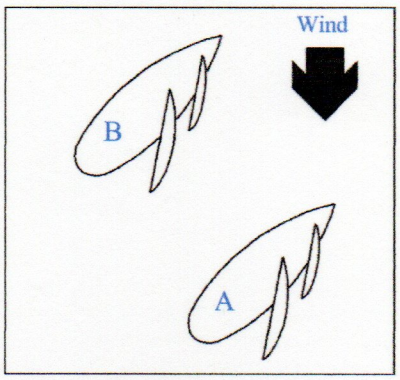
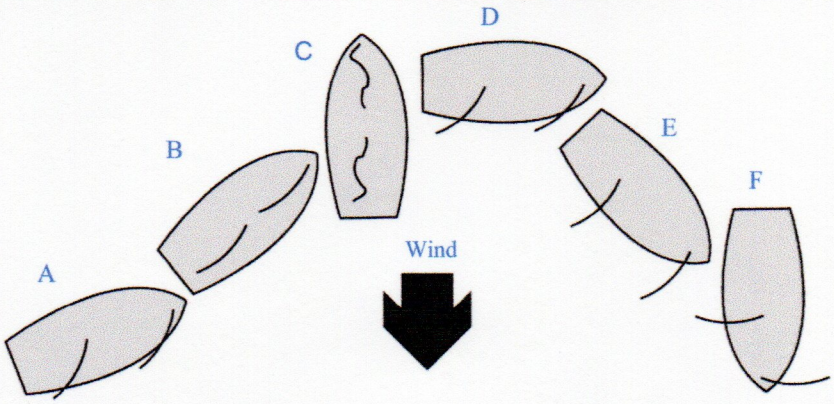


Diagram II

Match the letter of each boat with its point of sail.

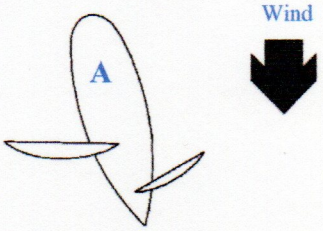
79. Close hauled
80. Close reach
81. Beam reach
82. Head-to-wind
83. Running
84. Broad reach



Using answers only once, match the knots below with their main functions.

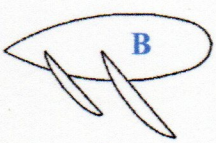
85.	Square Knot	A. Used to secure a line to a dock fitting
86.	Bowline	B. Used to connect two lines of equal diameter
87.	Cleat Hitch	C. Used to secure the jib sheet to the sail and is relatively easy to untie
88.	Figure Eight	D. Used to prevent a line from slipping through a fairlead.

NOTE: The Rule of Prudent Seamanship would have you avoid any collision. However, there are International (high seas and connecting navigable waters) and Inland Navigation Rules, which determine who should "stand-on" (keep her course and speed) and "give-way" (take early and substantial action to keep well clear). Answer the following questions according to those rules.
The diagrams below indicate the boats' points of sail, not their proximity.
You are on vessel "A".



89. You are the :
A. Stand-on boat
B. Give-way boat

90. Which rule applies here?
A. A boat to leeward shall give-way to a windward boat when on the same tack.
B. A boat on a port tack shall give-way to a boat on a starboard tack.
C. A boat that is overtaking another boat must give-way.
D. A boat on a port tack shall give-way to a boat to windward.



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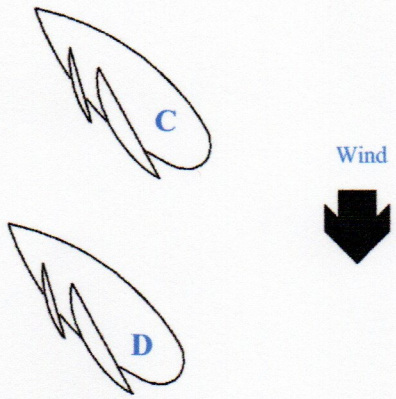
You are on vessel "C"



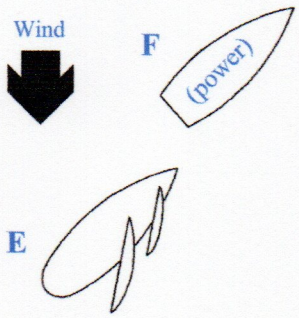
91. You are the :

A. Stand-on boat
B. Give-way boat

92. Which rule applies here?

A. A boat to leeward shall give-way to a windward boat when on the same tack.
B. A boat on a port tack shall give-way to a boat on a starboard tack.
C. A boat to windward shall give-way to a leeward boat when on the same tack.
D. A boat on a port tack shall give-way to a boat to windward.

You are on vessel "E" rapidly approaching vessel "F".



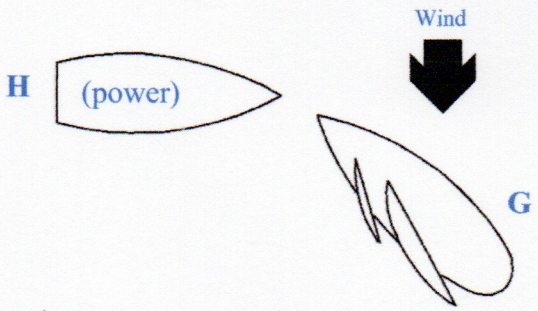
93. You are the :

A. Stand-on boat
B. Give-way boat

94. Which rule applies here?

A. A boat to leeward shall give-way to a windward boat when on the same tack.
B. A boat on a port tack shall give-way to a boat on a starboard tack.
C. A boat that is overtaking another boat must give-way.
D. A boat on a port tack shall give-way to a boat to windward.

You are on vessel "G"



95. You are the :

A. Stand-on boat
B. Give-way boat

96. Which rule applies here?

A. A powerboat to windward must keep clear of a boat to leeward.
B. A sailboat which has another on her own starboard side shall keep out of the way of the other.
C. A sailboat, in general, has the right of way over a powerboat.
D. A powerboat with the wind on the starboard side shall keep out of the way of a sailboat with the wind on the port side.

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106. A formal report must be made within ____ days of accidents involving more than $2,000 damage or complete loss of a vessel.

A. 2
B. 5
C. 7
D. 10

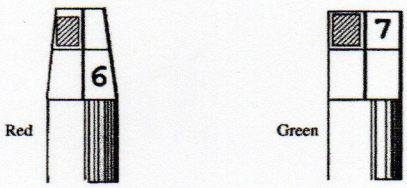
107. Which of the following is the *least* reliable source of local navigation information?

A. A local sailing school
B. Land maps that include coastal waters
C. Updated charts
D. Experienced local sailors

108. Which of the following is *not* true regarding personal floatation devices (PFDs)?

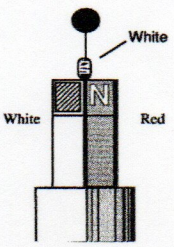
A. You must carry one for each passenger on board
B. If no smaller PFDs are available, children may use adult-size PFDs
C. PFDs must be readily accessible
D. All passengers must know the location of PFDs

109. If you were passing between these buoys ahead you would be:



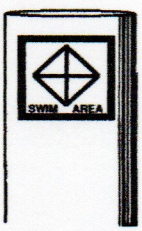
A. traveling along a channel from open water
B. traveling past a bend in a channel
C. traveling past a restricted area
D. traveling along a channel toward open water

110. If you see this buoy directly in front of your boat you are:



A. either in mid-channel or in safe water
B. on the southern side of the channel
C. on the northern side of the channel
D. approaching a danger area

111. If you see this buoy directly in front of your boat you are:



A. in the middle of the channel
B. on the southern side of the channel
C. on the northern side of the channel
D. in an area prohibited to boating

112. Which of the following items is required equipment on a 23 foot sailboat with auxiliary power?

A. Safety harness
B. One B-I fire extinguisher
C. Plow anchor
D. Seasickness medication

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113. Which of the following is true regarding disposal of trash in lakes and harbors in the U.S.?

A. Limited dumping is allowed if you are within three miles of shore
B. You may discard small items that will sink to the bottom
C. It is illegal to dump any garbage in any U.S. lake, river, or harbor
D. You may only discard recyclable paper products

114. What is the recommended vessel speed when rendering assistance to a person overboard?

A. More than 5 knots
B. 3 to 5 knots
C. 1 to 2 knots
D. Hull speed

115. Which is the best point of sail for a final approach to an overboard victim using the figure 8 method?

A. Close Haul
B. Broad Reach
C. Beam Reach
D. Close Reach

116. Which of the following is *least* important when determining the maximum safe number of passengers for your sailboat?

A. Number of seats on the boat
B. Number of PFDs onboard
C. Manufacturer's capacity plate
D. Weather conditions

117. Which sound signal indicates that a dangerous situation exists?

A. Five short blasts
B. One continuous blast
C. Four short blasts
D. Two long blasts

118. Which of the following can be used in determining proper sail trim?

A. Telltales
B. Luffing or "pinching" of the leading edge of the jib
C. Degree of boat heel
D. All of the above

119. Which of the following is not true regarding the figure 8 method of man overboard recovery?

A. The figure 8 method requires jibing
B. The first action is to shout "Man overboard!"
C. The overboard person is approached on a close reach with the sails luffing
D. All of the above

120. Which of the following indicates a small craft advisory?

A. A single red flag with a black square in the center
B. A single red pennant
C. Two red pennants, one above the other
D. Two red flags, each with a black square

121. Which vessel has the right of way over a sailboat?

A. A tanker in a narrow channel
B. A personal watercraft
C. A power vessel in open water
D. A runabout

122. The Good Samaritan Rule of the Federal Boat Safety Act of 1971:

A. Encourages mariners to assist each other
B. Describes what assistance mariners may or may not render
C. Protects mariners from liability when rendering assistance to other boats needing help
D. Describes which mariners may or may not render assistance

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123. Which step should come first in a person overboard recovery?

A. Carefully tack and let the jib luff
B. Turn onto a broad reach
C. Throw a buoyant object to the victim
D. Turn onto a beam reach

124. Which statement is correct regarding apparent wind?

A. The apparent wind is in the opposite direction of the true wind
B. The apparent wind is always to the north
C. The apparent wind is forward of the the true wind
D. The apparent wind is aft of the true wind

125. Which light must be displayed in addition to running lights for a 25 foot sailboat when under power at night?

A. An all around white light
B. A white light that shines forward of the mast
C. A flashing amber light at the bow
D. A 360 degree white light at the top of the mast

126. With regard to sailing in the vicinity of commercial shipping, which statement below is true?

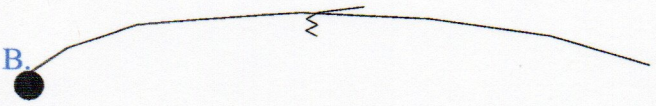
A. Use five short blasts to identify yourself as a sailing vessel
B. Cross the shipping lane quickly, at a right angle
C. The Coast Guard rule "make way for tonnage" applies
D. Sailboats have right of way over all under power in all situations

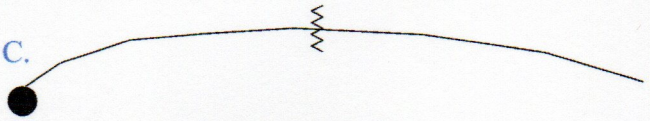
127. Weather helm is :

A. the tendency of a boat to round up into the wind.
B. the tendency of a boat to bear away from the wind.
C. the tendency of a boat to heel excessively
D. the tendency of the helm to move erratically

128. Which diagram shows the telltales on a sail that is eased too far?

A.


B.


C.


D.


129. Which is the primary danger of sailing by the lee?

A. Falling overboard.
B. Scratching the hull.
C. Running aground.
D. Jibing accidentally.

130. On what point of sail is the boat at biggest risk of an accidental jibe?

A. While tacking
B. While reaching
C. While running or sailing by the lee
D. When "in irons"

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	A	B	C	D	E	F
1	○	○	○	○	○	○
2	○	○	○	○	○	○
3	○	○	○	○	○	○
4	○	○	○	○	○	○
5	○	○	○	○	○	○
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TEAR THIS PAGE FROM THE TEST BOOKLET - FILL IN CIRCLE COMPLETELY - FULLY ERASE CHANGED ANSWERS

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CANDIDATE INFORMATION: (PRINT CLEARLY) **Examination #**

Name: _____/_____/_____
(last) (first) (initial)

Address: _____/_____/_____/_____
(street) (city) (state) (zip+4)

E-Mail: _____ Phone # _____

PART B: EXAMINATION OF SAILING SKILLS
BASIC KEELBOAT SAILING EXAMINATION

Each of the following items must be properly performed before this examination can be considered to be satisfactorily completed. A check mark in the corresponding box below signifies that the *ASA Instructor has witnessed* the Candidate's successful performance of the following sailing skills, minimally one time or continuously as specified. All sailing skills are to be performed in moderate wind and sea conditions, demonstrating proper safety precautions.

TO BE COMPLETED BY THE ASA INSTRUCTOR INDICATED TO THE RIGHT

PRELIMINARIES
- ☐ 1. Demonstrated the proper use of a PFD
- ☐ 2. Selected proper clothing for sailing

HOISTING SAILS
- ☐ 3. Cleared halyards and sails
- ☐ 4. Checked boom topping lift
- ☐ 5. Hoisted and set sails
- ☐ 6. Tensioned the luffs
- ☐ 7. Coiled and hung halyards
- ☐ 8. Checked stopper knots in sheets and halyards

PARALLEL DOCKING AND MOORING
- ☐ 9. Left dock/mooring completely prepared and in control
- ☐ 10. Used correct approach on return
- ☐ 11. Used slow speed and was under control
- ☐ 12. Tied boat securely to dock/mooring
- ☐ 13. Stopped correct distance from the dock/mooring without use of lines

PROPER WINCH TECHNIQUES
- ☐ 14. Safety - aware of high tension on halyards and sheets
- ☐ 15. Proper wrapping techniques
- ☐ 16. Removal of winch handle after use

CLOSE HAULED-REACHING-RUNNING
- ☐ 17. As helmsman - selected and maintained a given course
- ☐ 18. As crew - set sails properly

TACKING
- ☐ 19. As helmsman - used proper commands
- ☐ 20. As helmsman - selected then sailed a new heading (steady course)
- ☐ 21. As helmsman - executed maneuver smartly
- ☐ 22. As crew - gave proper responses, released sheets at proper time,
- ☐ 23. As crew - retrimmed sheets correctly.

JIBING
- ☐ 24. As helmsman - used proper commands
- ☐ 25. As helmsman - selected then sailed new heading (steady course)
- ☐ 26. As helmsman - properly controlled mainsheet (mainsail)
- ☐ 27. As helmsman - executed maneuver smartly
- ☐ 28. As crew - released sheet with proper timing
- ☐ 29. As crew - mainsheet control
- ☐ 30. As crew - retrimed sheets correctly

HEADING UP
- ☐ 31. As helmsman - sailed closer to wind
- ☐ 32. As crew - trimmed sails correctly

BEARING AWAY
- ☐ 33. As helmsman- sailed further from wind
- ☐ 34. As crew - eased and then trimmed sheets correctly

LUFFING UP, STOPPING AND GETTING OUT OF "IRONS"
- ☐ 35. As helmsman- brought boat to a close reach
- ☐ 36. As crew- eased the sheets to stop the boat (complete luff)
- ☐ 37. As helmsman and crew- Placed the boat "in irons"(head to wind) and, using proper rudder control and backing of the sails, sailed off in a predetermined direction
- ☐ 38. As crew - gave proper response, released jib sheet at proper time, properly controlled mainsheet (mainsail)

STEERING (helmsman)
- ☐ 39. Sailed by-the-lee for 100 yards
- ☐ 40. Sailed backwards for 25 yards with sails aback
- ☐ 41. As helmsman - demonstrated proper basic steering and sailing rules as both a give-way and stand-on boat (opposite tack, same tack, sail meeting power, and overtaking)

MAN OVERBOARD (PFD) **PERFORMED BY HELMSMAN**
- ☐ 42. Assigned spotter/Called MOB/Deployed a PFD
- ☐ 43. Controlled the event with confidence
- ☐ 44. Figure 8
- ☐ 45. Quickly turned boat to a beam or broad reach
- ☐ 46. Tacked under control
- ☐ 47. Used proper approach (close reach) with reduced speed and controlled contact
- ☐ 48. Stopped the boat next to "victim"
- ☐ 49. Discussed bringing an exhausted person aboard over the transom or over the side

LOWERING SAILS
- ☐ 50. Brought boat near head to wind
- ☐ 51. Lowered and secured jib and sheets
- ☐ 52. Attended to topping lift
- ☐ 53. Lowered and furled main neatly (with assistance)
- ☐ 54. Folded and bagged jib and/or main (with assistance]
- ☐ 55. Secured and coiled halyards and other lines

KNOTS (tied without assistance)
- ☐ 56. Bowline (20 seconds or less)
- ☐ 57. Figure eight (15 seconds or less)
- ☐ 58. Cleat hitch (15 seconds or less)
- ☐ 59. Clove hitch (20 seconds or less)
- ☐ 60. Square or reef knot (20 seconds or less)
- ☐ 61. Round turn and two half hitches (20 seconds or less)

REQUEST FOR OFFICIAL ASA CERTIFICATION

PLEASE COMPLETE FULLY AND PRINT CLEARLY

CANDIDATE PLEASE NOTE

To ensure that you become officially certified these steps must be taken:
1. Your Instructor must sign your Log Book in the appropriate section immediately after successfully completing this Examination.
2. Your Instructor must forward this Examination to ASA according to prescribed procedures.
3. Within 10 days of receiving your examination the ASA will mail your *Certification Seal* directly to you. If you do not receive your Certification Seal within a reasonable amount of time after completing this Examination usually less than 30 days, contact your Instructor to determine if he or she has processed your documents.

A. TO BE COMPLETED BY CANDIDATE

I was previously certified to the ASA
___ no ___ If yes, name of facility _____

I am a current member of the ASA ___ yes, give member # _____
No ___

I request the following be sent to my address:
ASA membership information _____ Other _____

Signature _____ Date _____

B. TO BE COMPLETED BY AN ASA INSTRUCTOR

I certify that I have personally examined this Candidate in accordance with the ASA Basic Keelboat Sailing Standard and that he/she has been found fully proficient in both the Sailing Knowledge and Sailing Skills requirements having attained the following scores:

Knowledge _____%(Pass 80%) Score from USCG Auxiliary Exam
Skills _____% (Pass 100%)
This Examination of sailing skills was performed aboard the following sailboat: Class/Type _____
Type of rig _____ Length _____

Furthermore, I have signed and dated his or her personal Log Book in the appropriate certification space.

ASA Instructor's Name _____
Current Highest Level of Instructor _____
ASA Membership #_____ Expiration Date_____

Name of Certification Facility _____

Instructor's Signature _____ Date _____

BASIC SAILING

Prerequisites:
None

General Description:
Able to sail a boat in light to moderate winds and sea conditions in familiar water

	Check by 3 people		
Component	***Self***	***mate***	***Capt.***
Sailing Knowledge			
Demonstrate Capable knowledge and/or skill for the following			
Swim 200 yards any stroke with no time limit			
Tread water for 10 minutes			
Tow a tired swimmer 25 feet using a ring buoy			
Administer basic first aid for bleeding, broken bones and shock			
Demonstrate a basic knowledge of CPR			
General safety and watermanship skills relevant to the student and location			
Organize pre-planning, logistics, weather information, float plan and any any other relevant factor			
Dock and dock line inspections			
Boarding and departing			
Safely handle lines under tension			
hull			
keel			
bow			
traveller			
deck			
spreaders			
backstay			
mast			
boom			
bow pulpit			
stern			
lifelines			
shrouds			
mainsail			
jib			
gooseneck			
stern pulpit			
cabin			
headstay			
mainsheet			
boomvang			
halyard(s)			
downhaul			
stays/shrouds			
spring/breast lines			
rudder			

boom topping lift			
winches			
outhaul			
shackle			
fenders			
tiler/wheel			
jib sheet(s)			
fairlead vs. padeye			
cunningham			
telltails			
cleats			
port			
helmsman			
crew			
running rigging			
ahead			
windward			
starboard			
forward			
tacking			
standing rigging			
abeam			
leeward			
skipper			
aft			
jibing			
heel			
astern			
beam			
mainsail			
spinnaker			
battens			
luff			
head			
jib			
genoa			
batten pockets			
leech			
tacking			
storm jib			
hanks			
bolt rope			
foot			
clew			
in-irons			
close hauled			
broad reach			
port tack			
heading up			
sailing by the lee			
head to wind			
close reach			

running			
windward boat			
heading down or bearing away			
luffing			
beam reach			
starboard tack			
leeward boat			
stand-on and give-way			
port tack and starboard tack right of way			
windward and leeward right of way			
overtaking			
boat on starboard (danger zone)			
Look-out rule			
Commercial shipping safety			
hull identification number			
diiference between planing and displacement hulls			
proper means of waste disposal, penalties, oil spillage			
filing a float plan: how and when			
registration number, ways of displaying them			
capacity plate, where to find one, info on the plate			
alternate means of determining a boat's passenger capacity			
Federal and state standards for determining intoxication using BAC			
5 situations which may be considered negligent operations of a boater			
boating accidents must be reported when and to whom			
circumstances in which an operator must render assistance to another boater in danger			
info an operator should acquire before operating his/her boat in an unfamiliar area. (Local Knowledge)			
where would a boater get local knowledge from when entering a new area			
lateral aids to navigation by color, shape and numbering			
Safe Water, Information and Regulatory Markers by color, shape and numbering			
required safety equipment for recreational vessels between 23 and 40 feet			
procedures for safely trailering and launching a boat			
sound signals used by recreational vessels and their meaning			
location and color of running lights used by recreational vessels			
common anchor types and anchoring procedures			
SAILING SKILLS			
Prove skill and knowledge in the following areas while underway			
Gear and Equipment			
PFD			
Clothing for sailing			
Sail to any direction being able to tack or gybe to new heading using all 5 points of sail			
Hoist sails			
Set foot			
Set luff			
Set Leach			
Coil and hang halyards			
Reef the main			
ease sheets - easing sheets			
heading up - sheet in			
ready about - ready			
helms-a-lee - hard-alee			
ready to jibe - ready - jibe ho			
Lower sails, fold and stow			

Crew Overboard			
MOB drill			
retrieve a MOB or exhausted swimmer			
Sail by the lee			
Sail backward			
Secure to dock			
Knots			
Describe the function of a **bowline** and tie in less that **20** seconds			
Describe the function of a **figure 8** and tie in less that **15** seconds			
Describe the function of a **cleat hitch** and tie in less that **15** seconds			
Describe the function of a **reef knot** and tie in less that **15** seconds			
Describe the function of a **clove hitch** and tie in less that **20** seconds			
Describe the function of a **round turn 2 -1/2** hitches and tie in less that **20**			



North Georgia Treasure Hunt



NORTH GEORGIA TREASURE HUNT

Ahoy Mates!

The rest of these pages are just in case you want to consider getting a permit as USCG six pack operator or a licensed Captain.

Fair Winds!

Captain Alan Kindree
CEO Forsyth Area Sports Teams aka the "Atlanta Volunteers"
mutiny@piratedivebar.com (678) 697-6566 https://piratedivebar.com

DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD

OMB No. 1625-0040
Expires: mm/dd/20xx

SMALL VESSEL SEA SERVICE FORM (FORM CG-719S)

For Service on Vessels of Less Than 200 Gross Register Tons Only

If documenting service on more than one vessel, ***Complete a Separate Form For Each Vessel***

Section I: Applicant Information

Name Last | First | Middle | Date of Birth (MM/DD/YYYY)

Provide one: ☐ Mariner Reference Number (MRN) OR ☐ Social Security Number (SSN) (ONLY if you do not have an MRN)

Vessel Name | Official number(s) listed on the registration, certificate, or document

Vessel Gross Tons *(If Tow Vessel, use aggregate tons of tug & barge)* | Length Feet | Inches | Width *(if known)* Feet | Inches | Draft *(if known)* Feet | Inches

Propulsion *(Motor/Steam/Gas Turbine/Sail/Aux Sail)* & Power *(Horsepower or Kilowatts)* | Served As *(Master/Mate/Operator/Deckhand/Engineer/etc.)*

Name of Body (or Bodies) of Water Upon Which Vessel was Underway *(Geographic Locations and/or Routes)*

Section II: Applicant Signature and Verification

Applicant Attestation – Applicant Please Read Before Signing!

- Owners of vessels may attest to their own experience and must **PROVIDE PROOF OF OWNERSHIP** per 46 CFR 10.232.
- Those who do not own their own vessel must obtain letters or other evidence of experience from licensed personnel or the owners of the vessels listed per 46 CFR 10.232.

I certify that I have served on the above vessel as stated. I am making this statement in order that I, the applicant, may obtain a credential to operate a vessel under the provisions of Title 46 CFR, as applicable. I swear or affirm under penalty of perjury that all information provided is true and correct to the best of my knowledge. I understand that if I make any false or fraudulent statement in this certification of service, I may be subject to a fine or imprisonment of up to five (5) years or both (18 U.S.C. 1001).

Signature of Applicant (NOTE: Applying your electronic signature here will LOCK this form.) | Date of Signature (MM/DD/YYYY)

Privacy Act Statement

Pursuant to 5 U.S.C. §552a(e)(3), this Privacy Act Statement serves to inform you of why DHS is requesting the information on this form.

AUTHORITY: 14 U.S.C. § 505; 46 U.S.C. § 2103, 7101, 7302, 7502; 46 C.F.R. 10.209.
PURPOSE: To determine whether an applicant meets the regulatory standards for issuance of a U.S. Merchant Mariner Credential (MMC). The U.S. Coast Guard (USCG) evaluates an applicant's qualifications to determine compliance with the national and international requirements for issuance of the MMC, any endorsement within the MMC, and medical certificate.
ROUTINE USES: The information is used by authorized USCG personnel who have a need for the record to determine whether an applicant is a safe and suitable person and qualifies for the MMC, any endorsement within the MMC, and medical certificate. In addition, the USCG uses the information to maintain and update records of merchant mariner document transactions. This information will not be shared outside of DHS except in accordance with the provisions of DHS/USCG-030, Merchant Seamen's Records, 74 Federal Register 30308 (June 25, 2009).
CONSEQUENCES OF FAILURE TO PROVIDE INFORMATION: Furnishing this information (Including your SSN) is voluntary. However, failure to furnish the requested information may result in the non-issuance of the MMC, and any endorsement within the MMC.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The United States Coast Guard estimates that the average burden for this report is 15 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Chief, Office of Merchant Mariner Credentialing, 2703 Martin Luther King, Jr. Ave, S.E., STOP 7509, Washington, D.C., 20593-7509 or Office of Management and Budget, Paperwork Reduction Project (1625-0040), Washington, DC 20503.

Section III: Record of Underway Service

Vessel Name	Official number(s) listed on the registration, certificate, or document

In the block under the appropriate month, write in the number of days you served for that year *(you can show more than one year)*

January		February		March		April	
Year	Days	Year	Days	Year	Days	Year	Days

May		June		July		August	
Year	Days	Year	Days	Year	Days	Year	Days

September		October		November		December	
Year	Days	Year	Days	Year	Days	Year	Days

Total number of days served on this vessel:		Number of days served on Great Lakes:	
Average hours underway (per day):		Number of days served on (Inland/Western Rivers) waters shoreward of the boundary line as defined in 46 CFR part 7:	
Average distance offshore:		Number of days served on (Near Coastal/Oceans) waters seaward of the boundary line as defined in 46 CFR part 7:	

Section IV: Attestation of Vessel Owner or Licensed Personnel

Please read before signing! I certify that the above individual has served on the above vessel as stated. I am making this statement in order that the applicant may obtain a credential to operate a vessel under the provisions of Title 46 CFR, as applicable. I understand that if I make any false or fraudulent statement in this certification of service, I may be subject to a fine or imprisonment of up to five (5) years or both (18 U.S.C. 1001).

Signature and Title of Person Attesting to Experience

Date of Signature (MM/DD/YYYY)

Printed Name, Address and Phone Number of Person Attesting to Experience

Last	First	Middle	Street Address

Title	City	State	Zip Code

Email Address *(Optional)*	Phone

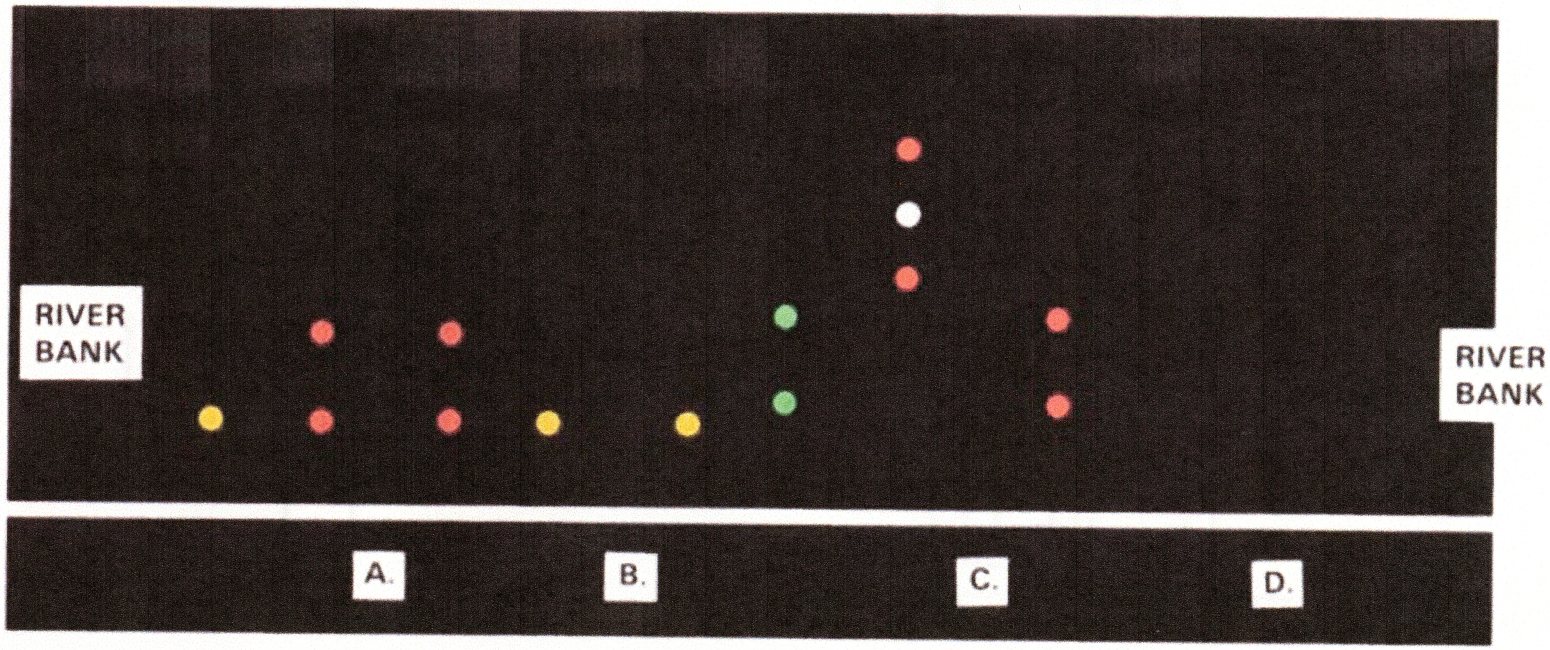
Print Applicant Name: (Last, First, MI.): ,

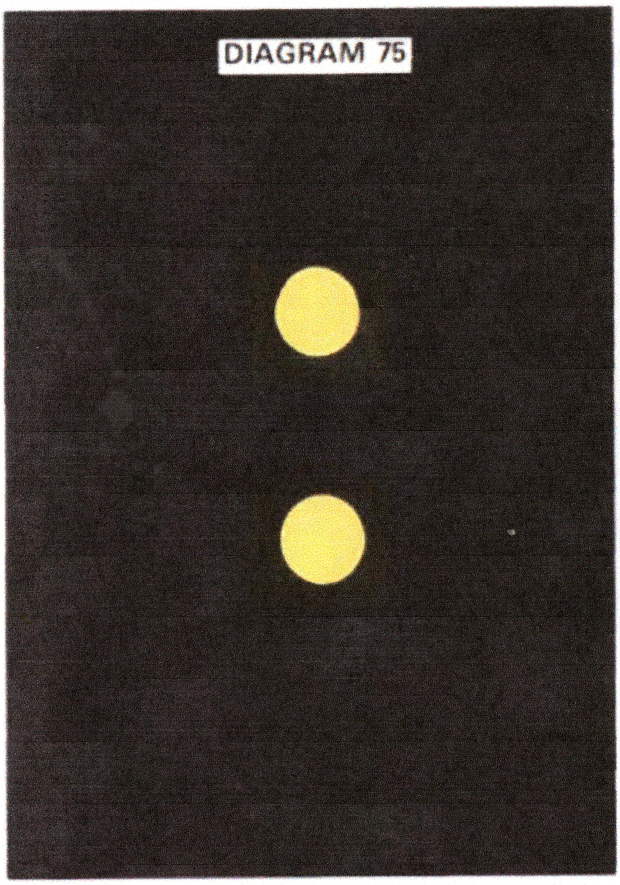
Date of Birth (MM/DD/YYYY)

BK	NUM	ANS	QUESTION	ANSWER A	ANSWER B	ANSWER C	ANSWER D	ILLUST
1	1	C	INLAND ONLY You are navigating in a narrow channel and must remain in the channel for safe operation. Another vessel is crossing the channel ahead of you from your starboard and you doubt whether your vessel will pass safely. Which statement is TRUE?	You must stop your vessel, since the other vessel is the stand-on.	You must sound one short blast of the whistle and turn to starboard.	You must sound the danger signal.	You must stop your engines and you may sound the danger signal.	
1	2	B	INLAND ONLY What is the required whistle signal for a power-driven vessel leaving a dock or berth?	One short blast	One prolonged blast	Two short blasts	Two prolonged blasts	
1	3	B	INLAND ONLY In a narrow channel, you are underway on vessel "A" and desire to overtake vessel "B". After you sound two short blasts on your whistle, vessel "B" sounds five short and rapid blasts on the whistle. You should _____.	pass with caution on the port side of vessel "B"	hold your relative position, and then sound another signal after the situation has stabilized	answer the five short blast signal then stop your vessel until the other vessel initiates a signal	slow or stop and expect radical maneuvers from "B"	
1	4	B	INLAND ONLY A vessel proceeding downstream in a narrow channel on the Western Rivers sights another vessel moving upstream. Which vessel has the right of way?	The vessel moving upstream against the current	The vessel moving downstream with a following current	The vessel located more towards the channel centerline	The vessel sounding the first whistle signal	
1	5	A	INLAND ONLY You are overtaking a power-driven vessel in a narrow channel and wish to leave her on your starboard side. You may _____.	attempt to contact her on the radiotelephone to arrange for the passage	proceed to overtake her without sounding whistle signals	sound five short blasts	All of the above	
1	6	B	INLAND ONLY A vessel displaying a flashing blue light is _____.	transferring dangerous cargo	a law enforcement vessel	a work boat	engaged in a race	
1	7	A	INLAND ONLY When power-driven vessels are crossing, a signal of one short blast by either vessel means _____.	"I intend to leave you on my port side"	"I intend to hold course and speed"	"I intend to change course to starboard"	"I request a departure from the Rules"	
1	8	A	INLAND ONLY If you were coming up on another power-driven vessel from dead astern and desired to overtake on the other vessel's starboard side, which whistle signal would you sound?	One short blast	One prolonged blast	Two short blasts	Two prolonged blasts	
1	9	B	INLAND ONLY Which statement is TRUE concerning narrow channels?	You should keep to that side of the channel which is on your port side.	You should avoid anchoring in a narrow channel.	A vessel having a following current will propose the manner of passage in any case where two vessels are meeting.	All of the above	

1	10	D	INLAND ONLY Which term is NOT defined in the Inland Navigation Rules?	Seaplane	Restricted visibility	Underway	Vessel constrained by her draft	
1	11	C	INLAND ONLY When you are overtaking another vessel and desire to pass on her left or port hand, you should sound _____.	one short blast	one long blast	two short blasts	two prolonged blasts	
1	12	D	INLAND ONLY Your vessel is meeting another vessel head-on. To comply with the steering and sailing rules, you should _____.	sound the danger signal	sound one prolonged and two short blasts	exchange two short blasts	exchange one short blast	
1	13	C	INLAND ONLY Yellow lights are NOT used to identify _____.	U.S. submarines	vessels pushing ahead	law enforcement vessels	dredge pipelines on trestles	
1	14	C	INLAND ONLY You have made your vessel up to a tow and are moving from a pier out into the main channel. Your engines are turning ahead. What whistle signal should you sound?	One prolonged and two short blasts	Three long blasts	One prolonged blast	Five or more short rapid blasts	
1	15	C	INLAND ONLY Under the Inland Navigation Rules, what is the meaning of the two short blasts signal used when meeting another vessel?	"I am turning to starboard."	"I am turning to port."	"I intend to leave you on my starboard side."	"I intend to leave you on my port side."	
1	16	D	INLAND ONLY For the purpose of the Inland Navigation Rules, the term "Inland Waters" includes _____.	the Western Rivers	the Great Lakes on the United States side of the International Boundary	harbors and rivers shoreward of the COLREGS demarcation lines	All of the above	
1	17	D	INLAND ONLY A power-driven vessel crossing a river on the Western Rivers has the right of way over _____.	vessels ascending the river	vessels descending the river	all vessels ascending and descending the river	None of the above	
1	18	C	INLAND ONLY Which lights are required for a barge, not part of a composite unit, being pushed ahead?	Sidelights and a stern light	Sidelights, a special flashing light, and a stern light	Sidelights and a special flashing light	Sidelights, a towing light, and a stern light	
1	19	D	INLAND ONLY A power-driven vessel operating in a narrow channel with a following current on the Great Lakes or Western Rivers is meeting an upbound vessel. Which statement is TRUE?	The downbound vessel has the right-of-way.	The downbound vessel must initiate the required maneuvering signals.	The downbound vessel must propose the manner and place of passage.	All of the above	
1	20	B	INLAND ONLY Your vessel is proceeding down a channel, and can safely navigate only within the channel. Another vessel is crossing your bow from port to starboard, and you are in doubt as to her intentions. Which statement is TRUE?	The sounding of the danger signal is optional.	The sounding of the danger signal is mandatory.	You should sound two short blasts.	You should sound one prolonged and two short blasts.	

DIAGRAM 85

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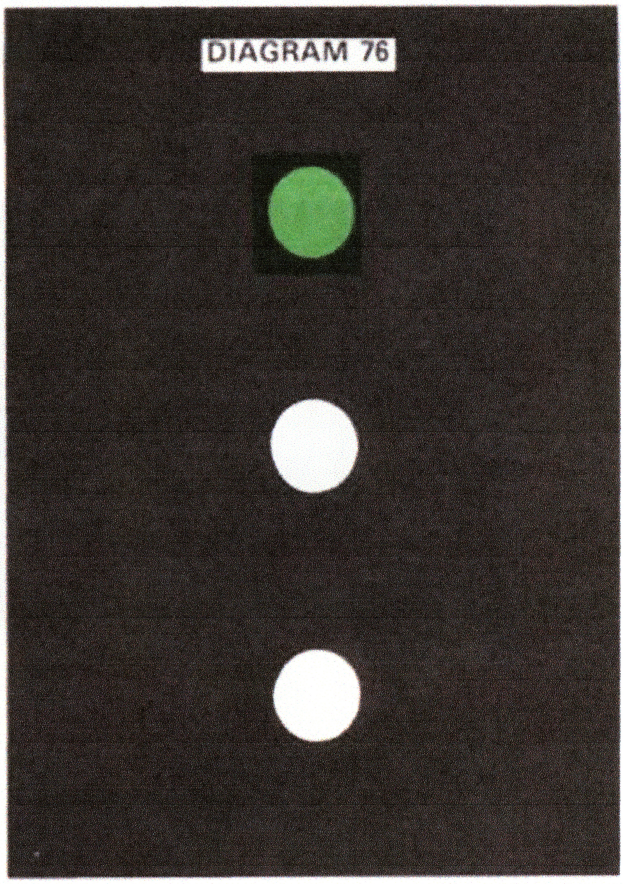
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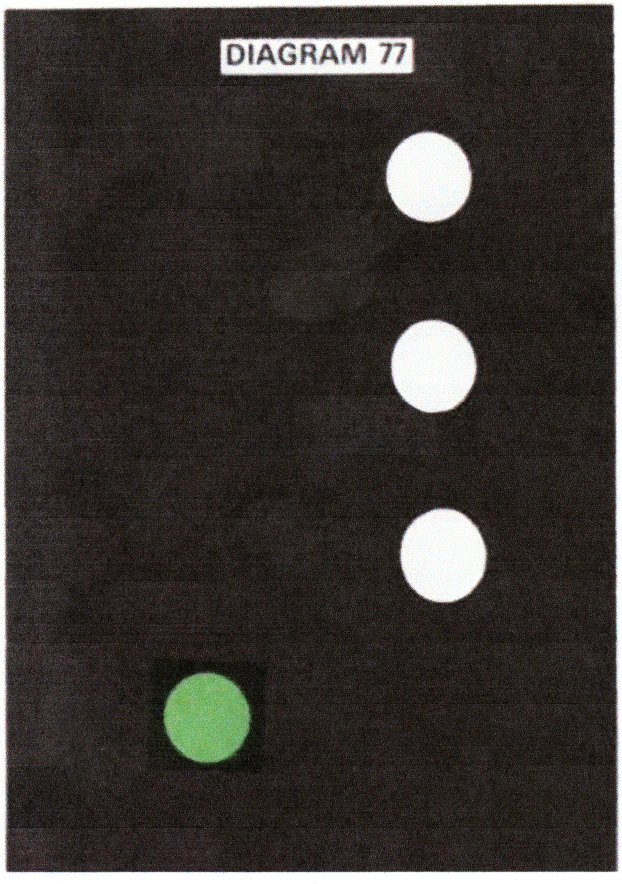
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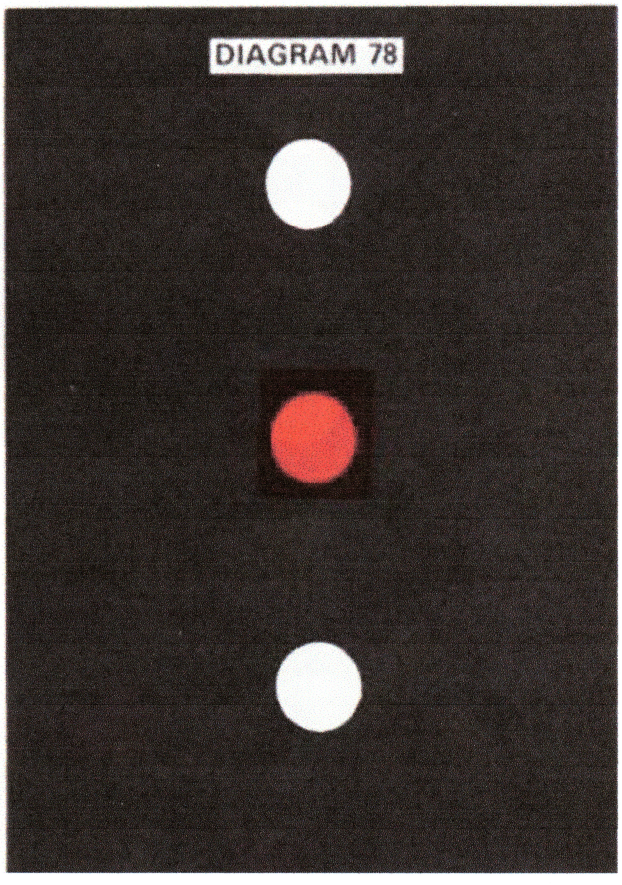
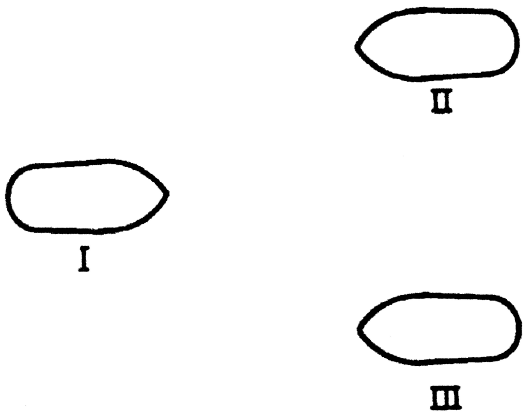


DIAGRAM 78

DIAGRAM 21



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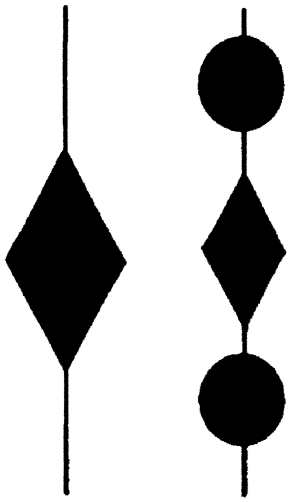

DIAGRAM 23

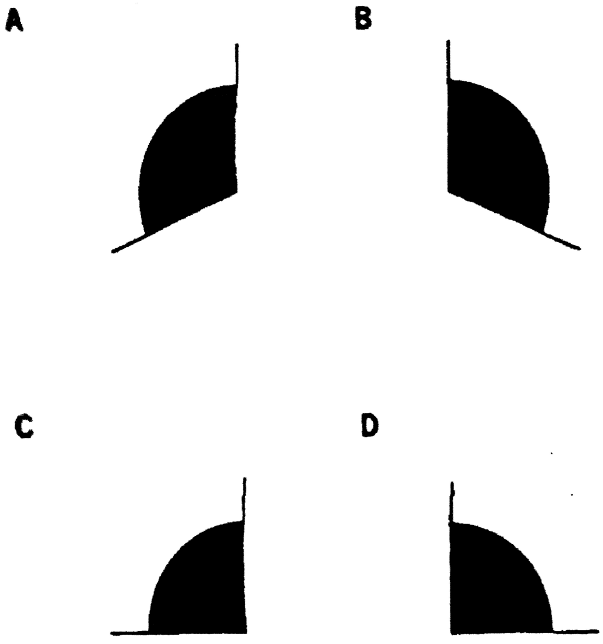

DIAGRAM 24

