

Santa Barbara Sea Shell Association
Skippers Written Seamanship Assignment - May 2010
 You may complete it at home and then return it

Your Name: _____

True/False

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|--|---|---|
| 1. Seashells, Sabots and Optimists are 8 feet long and are often called prams | T | F |
| 2. A PFD is a Coast Guard approved Personal Floatation Device (a life jacket) | T | F |
| 3. When you sail with the SBSSA you must wear a PFD at all times when on the water | T | F |
| 4. When you sail with the SBSSA you must have a paddle and a bailer on board | T | F |
| 5. When you sail with the SBSSA you must have a painter attached to the boat | T | F |
| 6. Our sailing area is between the beach and the red channel markers | T | F |
| 7. SBSSA usually has a Novice, Seashell, A,B and C fleets | T | F |
| 8. The Novice fleet is not scored for racing, but solos are counted | T | F |
| 9. Only Novice fleet sailors can get coaching while sailing a course | T | F |
| 10. Novice fleet sailors should try to follow the racing rules | T | F |
| 11. Novice fleet sailors do not have to do a penalty if they break a racing rule | T | F |
| 12. While racing, any SS,A,B,C skippers who get assistance will be disqualified | T | F |
| 13. All skippers must sign in for solos or races to be scored | T | F |
| 14. Racing Instructions are given at the mast meeting | T | F |
| 15. The usual fleet order for starts is, A,B,C, Seashell, Novice | T | F |
| 16. Until it is your turn to start you must keep clear of the start area | T | F |
| 17. While racing you must sail a "normal" course | T | F |
| 18. While racing you can only compete by sailing, no paddling allowed | T | F |
| 19. Port-tack boats must keep clear of starboard-tack boats | T | F |
| 20. If someone shouts "starboard", it always means they have right-of-way | T | F |
| 21. If you are over the starting line early you must restart | T | F |
| 22. If you must restart you must keep clear of all other boats | T | F |
| 23. If a collision results in damage the right-of-way boat may get a penalty | T | F |
| 24. If you hit a mark while racing you get a 360 degree turn penalty | T | F |

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| 25. A boat making a penalty turn must keep clear of all other boats | T | F |
| 26. If you change course you must give other boats a chance to keep clear | T | F |
| 27. At the windward mark you must leave room for overlapping inside boats | T | F |
| 28. At the gibe mark you must leave room for overlapping inside boats | T | F |
| 29. You must give boats with an inside overlap enough room to pass a mark | T | F |
| 30. You must give boats with an inside overlap enough room to pass an obstruction | T | F |
| 31. You may not force another boat onto the beach | T | F |
| 32. You may not force another boat into the channel | T | F |
| 33. You may not force another boat into any obstruction | T | F |
| 34. You may not force another boat into a collision | T | F |
| 35. Rules apply to and across all fleets, with some exceptions for the Novice Fleet | T | F |
| 36. Seashell, A, B and C fleet skippers can protest boats in the other fleets | T | F |
| 37. Seashell, A, B and C fleet skippers cannot protest boats in the novice fleet | T | F |
| 38. The Race Committee cannot lodge a protest | T | F |
| 39. The Safety Boat Crews cannot lodge a protest | T | F |
| 40. If you want to lodge a protest you must lodge it yourself | T | F |
| 41. If you are going to protest another boat you should shout "protest" to give
the other boat the opportunity to take a penalty | T | F |
| 42. If a protest is called against you and you take the appropriate penalty before the end of your race
the protest is deemed settled. | T | F |
| 43. If the Race Committee upholds a protest against you, you may be disqualified or you may be moved
down in the finishing order | T | F |
| 44. Once you finish a race you must keep clear of other boats still racing | T | F |
| 45. The Windward side of the boat is the side the wind is coming from | T | F |
| 46. The Leeward side of the boat is the side the wind is going to | T | F |
| 47. If you capsize you should stay with your boat, do not try to swim ashore | T | F |
| 48. To depower your boat you should let your main sheet out | T | F |
| 49. The front of a boat is called the bow | T | F |
| 50. The back of the boat is called the stern | T | F |
| 51. A luffing/flapping sail can make a lot of noise | T | F |
| 52. A properly set sail is not totally flat, it usually has a "belly" in it | T | F |
| 53. The boom vang keeps the boom from lifting up | T | F |

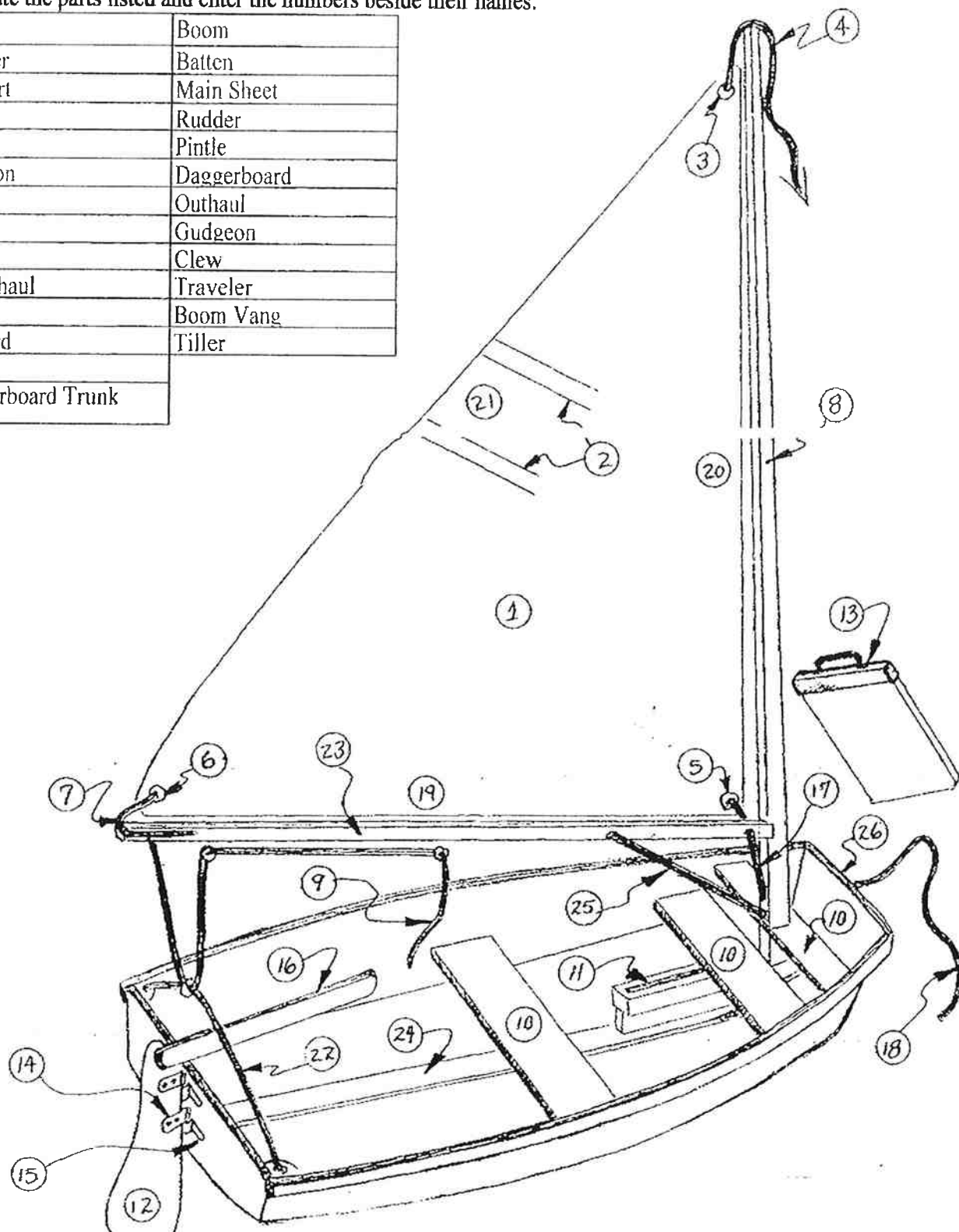
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|--|---|---|
| 54. The left hand side of the boat is called the port side | T | F |
| 55. The right hand side of the boat is called the starboard side | T | F |
| 56. If your boat stalls in the "no_go zone" it is said to be "in irons", | T | F |
| 57. To get out of irons, push or pull the tiller and the boom in the same direction | T | F |
| 58. If your boat is pointing directly at the wind you are head_to_wind | T | F |
| 59. When you are rigging your boat you should place it head_to_wind | T | F |
| 60. If the wind is coming over the port (left) side of your boat you are on a port tack | T | F |
| 61. If the wind is coming over the starboard (right) side of your boat you are on a
starboard tack | T | F |
| 62. Tacking is changing from one tack (port or starboard) to the other tack by moving the bow (front)
of your boat through the "no-go" zone | T | F |
| 63. Gibing (gybing) is changing from one tack to the other tack when the wind is coming
from behind you, over the stern (back) of the boat | T | F |
| 64. Where you sit in the boat affects boat balance and performance | T | F |
| 65. It is generally a good idea to look in the direction your boat is moving | T | F |
| 66. "Luff up" is when you get closer to the wind by pushing the tiller towards the sail | T | F |
| 67. "Bear away" is when you move away from the wind by pulling your tiller away from
the sail | T | F |

SANTA BARBARA SEA SHELL ASSOCIATION SEAMANSHIP EXAMINATION

Terminology - Sea Shell Elements

Locate the parts listed and enter the numbers beside their names.

Bow	Boom
Painter	Batten
Thwart	Main Sheet
Foot	Rudder
Luff	Pintle
Keelson	Daggerboard
Leach	Outhaul
Sail	Gudgeon
Mast	Clew
Downhaul	Traveler
Head	Boom Vang
Halyard	Tiller
Tack	
Daggerboard Trunk	



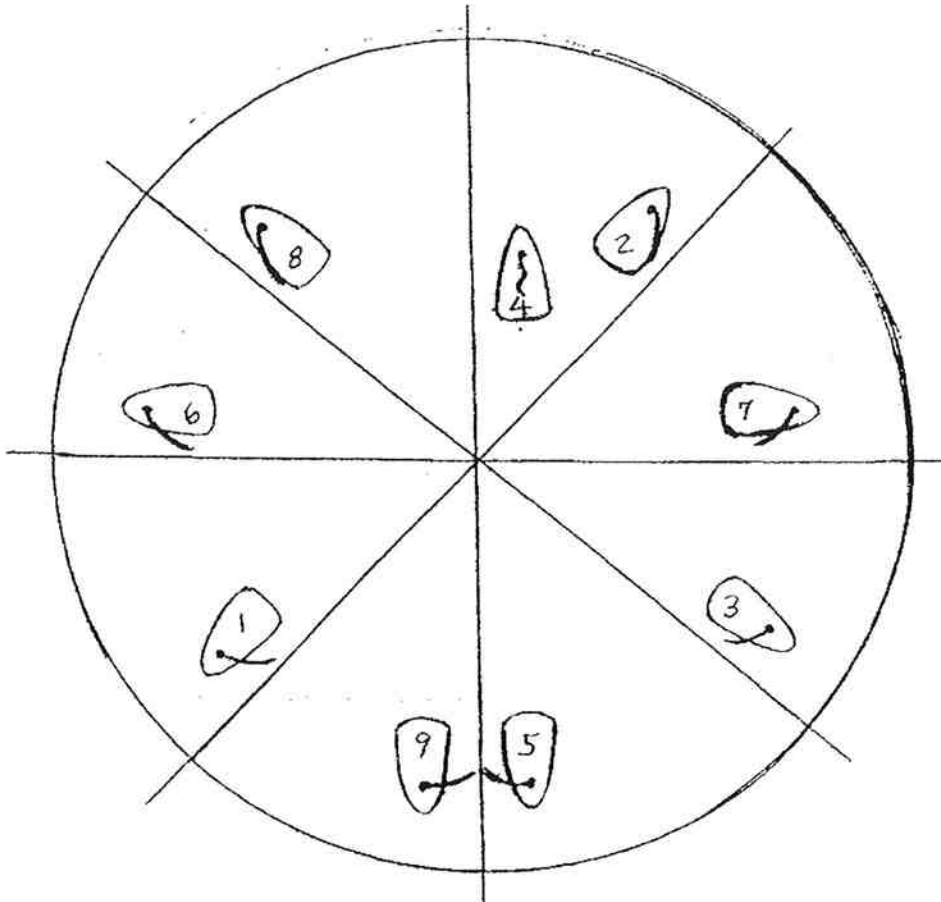
SANTA BARBARA SEA SHELL ASSOCIATION SEAMANSHIP EXAMINATION

Terminology - Points of Sail and Tack

Enter the correct number for each point of sail and tack listed below.

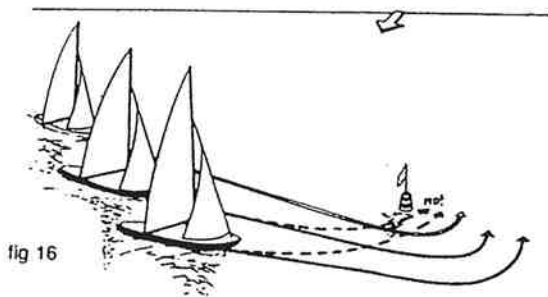
Beam Reach Port Tack	Broad Reach Starboard Tack	Close Hauled Port Tack
Beam Reach Starboard Tack	In Irons	Close Hauled Starboard Tack
Broad Reach Port Tack	Run Port Tack	Run Starboard Tack

WIND DIRECTION

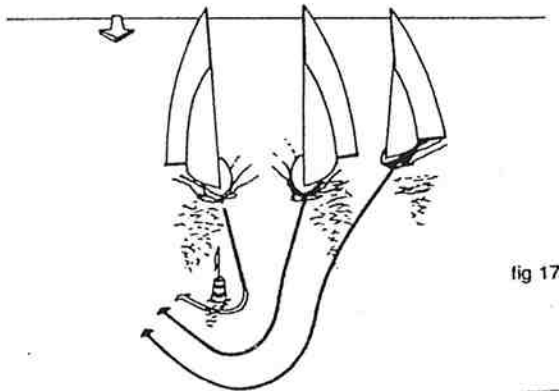


ROUNDING MARKS AND OBSTRUCTIONS

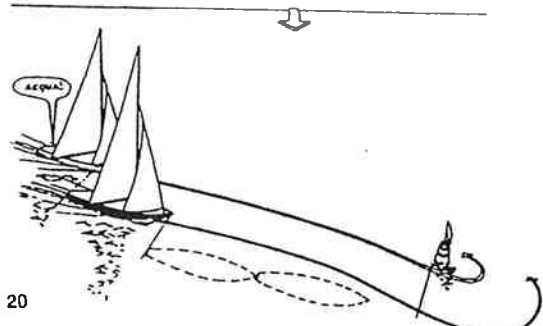
When two (or more) yachts on the same tack have to round or pass a mark (which is not a starting mark) or an obstacle on the same side an outside yacht shall give each inside overlapping yacht room to round the mark (fig 16).



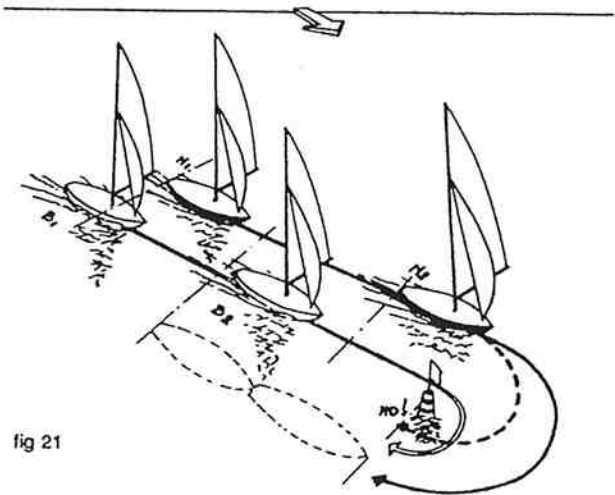
The same rule applies between yachts on opposite tacks unless both of them are on a beat (fig 17).



An outside yacht overlapped when she comes within two of her overall lengths of a mark or obstruction shall give room as required, even though the overlap may thereafter be broken (fig 20-21).

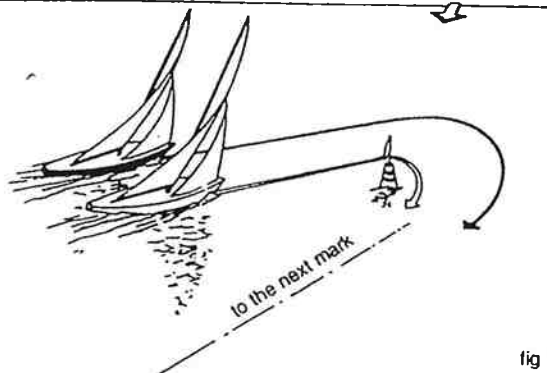
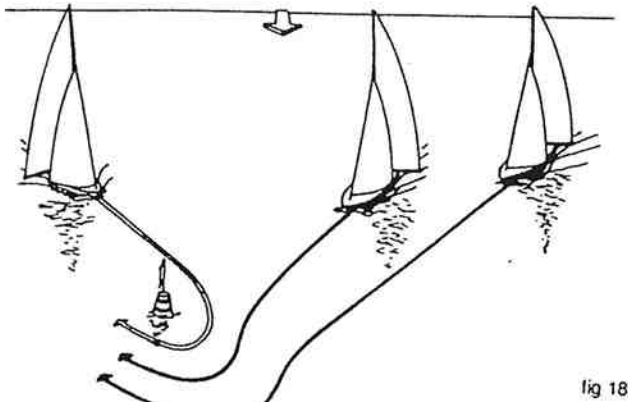


The white is right because the overlap exists before reaching the two lengths.



The white had an overlap when the black reached the two lengths distance. The black has to keep clear even though the overlap has then been broken.

Room is the space needed by an inside overlapping yacht to pass in safety between an outside yacht and a mark and includes space to tack or gybe when either is an integral part of the rounding manoeuvre (fig 18-19).



QUESTION:

CIRCLE THE BOAT IN EACH DIAGRAM THAT HAS RIGHT OF WAY.



Seamanship Word Search

WDR TVHSUIOXAGJKBRASXERFGHJ
TGFDSACHBVGFREOKREDMNBVCXZ
ASDHBCGAASWCGJUYRWEDEV EAZS
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Reach	Boom	Gudgeon	Centerboard	Gybe	Painter
Tiller	Rudder	Outhaul	Downhaul	Telltale	Boomvang
Clew	Sail	Traveler	Thwart	Tack	Pintle
Mast	Mainsheet				