

Summary

An on-line survey was conducted with a diverse group of 238 SMEs from across the SAIL, POWER, and HUMAN domains in January-February 2013. The goal was to determine how much agreement there was about what standards were included in the list of On-Water SAIL Standards Version 1, from a group of SMEs that were not involved in the initial development of the standards. Results of the survey indicated very strong agreement that the set of standards included in the list identifies the entry-level skills SAIL boat operators should be able to demonstrate. Quantitative analysis of respondents' feedback showed at least 90% Agreement on 52 of the 53 standards. This result is higher than the typical target of 80% agreement on this kind of survey. One standard received 80% Agreement. Qualitative analysis of respondents' comments on an open-ended question designed to identify potential standards not currently included in the list, identified 18 small themes. None of the themes were strong enough or within the scope of this set of this project to provide clear direction for modifying the SAIL Standards. SAIL Team leader recommendations for how to respond to the feedback suggest keeping the standards list in-tact as they are, and to consider using language contained in open-ended responses to help with potential development of rubrics used to assess proficiency on the SAIL standards.

Description of Respondents

238 people started the survey. 184 people completed it in its entirety (this may have been due to the length of the survey). Respondents represented all six affiliations (see table below), with no one affiliation representing more than 30% of the respondents (based on 184 completed surveys). Some people did report having multiple affiliations. This keeps the results in alignment with ANSI standards on lack of dominance and balance.

Affiliation	Percentage
Industry	22%
Professional School	24%
Community	30%
Non-Government/ Non-profit	30%
Federal/State	14%
Public	28%

75% of the respondents identified themselves as having boating education certificate (On-Water – 75%; On-Land (classroom) – 72%; On-Line - 19.7%). 72% identified themselves as Certified Boating Instructors (92.7% as On-Water instructors and 7.3% for On-land instructors (Classroom)). This mix provides support for having feedback on the standards from across On-Water, On-Land and On-line instructional platforms. Of the 238 respondents who provided feedback on the standards, approximately 30%

reported being master trainers for On-Water boating courses (Sail 36.6%; Power 9.8%, Human 4.9%). 57% indicated they had experience with developing standards for On-Water boating skills performance for sailing; 24% for Power and 19% for Human.

This description suggests the respondents who completed the survey were a knowledgeable and experienced group of individuals with a diversity of backgrounds, areas of experience and certifications related to recreational boating instruction and operation.

Results

Results of the survey are in both quantitative and qualitative formats. Quantitative results focus on the respondents' level of agreement with including each standard in the list of entry-level SAIL standards. The Qualitative results focus on respondents' comments about what might need to be added or changed to the standards list to make it more complete.

Quantitative Analysis Results

SMEs were asked to read each standard and to make a judgment about how much they agreed or disagreed with that standard being one that recreational SAIL boat operations should be able to perform with an entry-level of skill. Their choices were: *Completely Agree*, *Moderately Agree*, *Moderately Disagree*, and *Completely Disagree*. Standards were organized according to the seven boat operations. Detailed results on all 53 standards are contained in Appendix A.

Overall results of the quantitative analysis indicate that respondents had at least 90% Agreement on 52 of the 53 standards. This result is higher than the standard target of 80% agreement on this kind of survey. One standard: *Control the boat while it is moving backwards... using tiller and sail trim*, reached 80% Agreement.

Qualitative Analysis Results

Of the 184 respondents who completed the survey, 69 provided comments to question #26, *In the conditions stipulated, please provide any additional skills that entry-level sail boat operators should be able to perform in Operations 1 – 7 of sailboat operation as outlined in this survey.* These comments were analyzed using a qualitative analysis tool called Constant Comparison to identify themes.

The analysis of the verbatim responses resulted in 18 themes that ranged in size from 2 to 10 specific comments that made up the theme. As identified in the list below, the strongest theme with 10 comments centered on managing the sails of the boat. The next two strongest themes (with 8 responses each) identified the need for an entry-level recreational sailboat operator to be able to understand the Rules of the Road as well as to be able to use navigation aids such as charts. The next two largest themes contained 7 comments each and focused on deploying and retrieving and anchor and using distress signals. The next strongest theme with 6 responses identified the skill of using an outboard engine.

1. Theme: Manage the Sails (10)
2. Theme: Know or understand the Rules of the Road (8)
3. Theme: Use Navigation Aids to locate the boat at any moment (8)
4. Theme: Deploy and retrieve an anchor (7)

5. Theme: Use distress signals (7)
6. Theme: Use an outboard engine (6)

7 of the 18 themes identified appear to be out of the scope associated with how the On-Water entry-level SAIL standards have been defined in this work (the strongest of these themes were: Know or Understand the Rules of the Road, Able to use Navigation Aides, Anchoring the boat, and Using Distress Signals). There were a number of comments that provided general feedback about the SAIL standards and other individual comments that were not coded because they did not make up any particular theme. For further details about all the themes and the comments that made up each, see Appendix B.

SAIL Team Leaders' Observations

Results are mostly on the Agreement side. The results suggest strong agreement on the content of the list of SAIL Standards. 52 out of 53 of the SAIL Standards received 90% or higher Agreement (Completely or Moderately Agree). There were also a small number of *Completely Disagree* statements from the respondents. The strongest Disagreement (from 12 out of 191 respondents who completed this survey question) was on one standard. Most of the other standards had Completely Disagree from 3 to 5 people out of the 184 respondents who completed the entire survey. There is much more weight on the agreement side than there is on the disagreement side.

Even the lowest level percentage of Agreement is at a high level. 80% agreement is the lowest percentage on all 53 SAIL Standards. It was identified for 1 out of the 53 standards. According to Dr. Stephen Silverman, our SME on assessment from Columbia University, 80% or above is the percentage target typically sought after in this kind of research. So, even the lowest level of Agreement is at the desired level for this research project.

Some comments identified topics SMEs discussed and included within the standards, or that were determined to be out of scope for this entry-level set of standards. Respondents identified a number of topics that were discussed by the SME team during development of the standards. As it turns out, one-third of the topics in the themes (6 out of 18) are out of scope for this set of entry-level, skill-based standards (e.g., Deploy and Retrieve an Anchor, Use Navigation Aids, and Use Distress Signals). One topic (Rules of the Road) is already covered under an umbrella statement SMEs decided to include at the top of the SAIL Standards to ensure all standards on the list are subject to the local rules of the road. And still other topics were discussed and included within the standards in other ways (i.e., specifics about Managing the Sails and Right a Capsized Boat).

Although we received much input from both the quantitative and qualitative responses, there does not appear to be enough specific or concrete guidance to warrant changing the list of SAIL standards. Since the agreement is so high and the themes within the open-ended comments are not strong, there is no clear direction or guidance that can be taken from the responses on the survey. It might even be risky to make changes to a list of standards that has such strong agreement without clarity of direction.

We can use comments provided by respondents to help develop SAIL Rubrics. There may be some language in the respondents' comments that we can use to help develop the SAIL rubrics. This will help ensure the language used to develop the rubrics 'fits' with the natural language of the community of sailboat operation.

Recommendations

Survey Monkey results indicate over 90% Agreement on 52 out of 53 SAIL Standards; with one standard at 80% Agreement. This is a strong measure of success for such a survey. Comments in the open-ended question about what standards might be added to the list indicate no strong theme about potential standards to be added or existing standards to be modified. Therefore, the SAIL Team Leaders recommend the following:

1. **Keep the existing list of SAIL Standards.** Given the overall high level of agreement across the standards, and little direct guidance or feedback for how to change or improve them, the recommendation is to keep the On-Water entry-level skill-based SAIL standards as they are rather than running the risk of changing a standard without sufficient guidance and making it less effective.
2. **Use respondent comments to help develop SAIL Rubrics.** Although there were no strong themes that might direct specific actions to change or improve the list of SAIL standards, respondents did provide language in their comments that may be useful in clarifying the standards. Rubric SMEs could use this language when developing the SAIL Rubrics to help shape the Rubrics in a way that clarifies the standards. The priority focus would be on those standards that received the lowest *Completely Agree* percentage.
3. **Recommend to the Oversight Committee SAIL Standards Version 2.** Since no official changes are being suggested for the SAIL standards, the recommendation is to confirm this list as Version 2 of the SAIL Standards thus signifying that it has been vetted with over 180 additional SMEs with strong agreement about its contents. This list of standards should be presented to the Oversight Committee as Version 2 of On-Water entry-level SAIL Standards and that the Oversight Committee recommends it to the Coast Guard for use in developing performance Rubrics and eventual field-testing.

If you have any questions about the content of this report, please contact K. Brian Dorval, On-Water Grant Facilitator, at: brian@thinkfirstserve.com.

Appendix A:

Quantitative results on Survey Monkey for the 53 On-Water entry-level skill based SAIL Standards V1

OPERATION 1: Prepare to depart

In the conditions stipulated, do you agree that entry-level sail boat operators should be able to perform the following skills in Operation 1. Prepare to depart? A: SkillB: proficiency The individual will be able to:

	Completely Agree	Moderately Agree	Moderately Disagree	Completely Disagree	Rating Average	Rating Count
A: Conduct a pre-sail boat check to confirm a safe platform, including verification of safety equipment on board.B: using a pre-sail checklist for the boat to confirm (hull, rigging, sails, lines, cleats, all equipment is in seaworthy working order, and all safety items are in working condition; using additional safety items appropriate for boat, voyage, facility (proper length tow line, bucket/bailer, etc...)	82.3% (163)	14.1% (28)	1.5% (3)	2.0% (4)	3.77	198
A: Conduct a safety briefing to all members of the crewB: to include identifying safety items on boat, rescue procedures, key safety concerns, anticipated weather and water conditions, departure plan and responsibilities, lookout responsibilities, etc.	74.2% (147)	20.2% (40)	3.0% (6)	2.5% (5)	3.66	198
A: Put on a life jacket B: ensuring it is serviceable, fits properly, and is appropriate for the boat/activity	90.4% (179)	5.6% (11)	2.5% (5)	1.5% (3)	3.85	198
A: Board the sailboatB: using three points of contact and distributing persons/gear while maintaining stability	81.3% (161)	12.6% (25)	4.0% (8)	2.0% (4)	3.73	198
A: Move about the boat safelyB: using proper hand and body positioning	83.3% (165)	11.6% (23)	3.5% (7)	1.5% (3)	3.77	198
A: Rig sails and control linesB: using proper knots and following rigging procedures for that specific boat	83.8% (166)	11.1% (22)	3.0% (6)	2.0% (4)	3.77	198

A: Obtain (recite), weather conditions, forecasts and evaluate hazards to navigation and other environmental factors.B: assessing if conditions are favorable for the voyage length/time of trip	72.7% (144)	19.2% (38)	5.1% (10)	3.0% (6)	3.62	198
A: Operate sail control equipmentB: by safely applying techniques intended for use with the equipment	86.4% (171)	10.6% (21)	1.0% (2)	2.0% (4)	3.81	198
A: Communicate with others on boardB: explain what is happening and what is expected using proper terminology.	78.8% (156)	16.2% (32)	3.0% (6)	2.0% (4)	3.72	198
A: Successfully plan and prepare the boat to depart from slip/dock/shoreline/mooringB: using appropriate boat position, sail configuration and slip/dock/shoreline relationship to the boat; all relative to the wind and current	84.8% (168)	10.6% (21)	2.0% (4)	2.5% (5)	3.78	198
A: Confirm that all others on the boat put on their life jacketsB: ensuring life jackets are serviceable, fit properly, and are appropriate for the boat/activity	80.3% (159)	12.6% (25)	3.5% (7)	3.5% (7)	3.70	198
answered question						198
skipped question						42

OPERATION 2: Leave a dock/slip/mooring/ramp/shoreline

In the conditions stipulated, do you agree that entry-level sail boat operators should be able to perform the following skills in Operation 2. Leave a dock/slip/mooring/shoreline? A:

SkillB: proficiency The individual will be able to:

	Completely Agree	Moderately Agree	Moderately Disagree	Completely Disagree	Rating Average	Rating Count
A: Check for clear departureB: using a 360 degree scan to confirm a clear path of departure with no conflicts with boat's intended actions and boats/activities in the vicinity and ensuring that departure is not a hazard for others underway	89.7% (175)	7.7% (15)	0.5% (1)	2.1% (4)	3.85	195
A: Secure proper positions of rudder and centerboard (if applicable)B: adjusting centerboard and rudder, ensuring neither comes in contact with the ground or objects in the water	82.6% (161)	14.4% (28)	1.0% (2)	2.1% (4)	3.77	195
A: Raise sails B: by first turning the boat into the wind, using appropriate sail raising technique for boat while keeping sailes luffing	85.1% (166)	11.3% (22)	1.0% (2)	2.6% (5)	3.79	195
A: Get underwayB: by pushing or turning boat in appropriate direction and utilizing tiller position and sail trim	87.7% (171)	9.2% (18)	1.0% (2)	2.1% (4)	3.83	195
					answered question	195
					skipped question	45

OPERATION 3: Maneuver in close quarters

In the conditions stipulated, do you agree that entry-level sail boat operators should be able to perform the following skills in Operation 3. Maneuver in close quarters? A: SkillB: proficiency The individual will be able to:

	Completely Agree	Moderately Agree	Moderately Disagree	Completely Disagree	Rating Average	Rating Count
A: Avoid potential collision in close quarters B: by maintaining a safe speed and utilizing tiller toward trouble	82.2% (157)	12.0% (23)	2.1% (4)	3.7% (7)	3.73	191
A: Turn the boat in a 360-degree circle B: within a distance of four boat lengths, utilizing proper tiller, sail and weight positioning	68.1% (130)	25.1% (48)	4.7% (9)	2.1% (4)	3.59	191
A: Completely stop the boat B: by adjusting the sails and tiller in the distance of two boat lengths	65.4% (125)	25.1% (48)	6.8% (13)	2.6% (5)	3.53	191
A: Turn the boat when it is in the head to wind position B: by adjusting sails and tiller	77.5% (148)	16.8% (32)	3.1% (6)	2.6% (5)	3.69	191
A: Control boat speed B: slowing the boat down and then accelerating the boat to speed utilizing sail trim	78.0% (149)	15.7% (30)	4.2% (8)	2.1% (4)	3.70	191
A: Control the boat while it is moving backwards B: using tiller and sail trim	49.7% (95)	30.4% (58)	13.6% (26)	6.3% (12)	3.24	191
					answered question	191
					skipped question	49

OPERATION 4: Operate in open water

In the conditions stipulated, do you agree that entry-level sail boat operators should be able to perform the following skills in Operation 4. Operate in open water? A: SkillB: proficiency
The individual will be able to:

	Completely Agree	Moderately Agree	Moderately Disagree	Completely Disagree	Rating Average	Rating Count
A: Steer the boat in a straight lineB: using sail trim and tiller to maintain a constant heading	82.3% (153)	15.1% (28)	1.1% (2)	1.6% (3)	3.78	186
A: Steer the boat on a close-hauled course, a reach and a runB: with proper sail trim and tiller movements	83.9% (156)	13.4% (25)	1.1% (2)	1.6% (3)	3.80	186
A: Turn the boat away from the wind B: by easing the sails out and adjusting the tiller	87.1% (162)	11.3% (21)	0.0% (0)	1.6% (3)	3.84	186
A: Turn the boat toward the windB: pulling the sails in and adjusting the tiller	88.2% (164)	10.2% (19)	0.0% (0)	1.6% (3)	3.85	186
A: Avoid collisionsB: by maintaining a proper lookout, assessing potential hazardous situations and taking early and decisive action	90.9% (169)	6.5% (12)	1.1% (2)	1.6% (3)	3.87	186
A: Achieve safe and efficient sail shapeB: by adjusting basic sail controls such as boom vang, outhaul, halyard, luff tensions, and backstay	52.7% (98)	37.6% (70)	7.5% (14)	2.2% (4)	3.41	186
A: Slow and then accelerate the boatB: using sail trim and tiller	76.3% (142)	19.4% (36)	2.7% (5)	1.6% (3)	3.70	186
A: Execute a controlled stop and then resume sailing in desired directionB: using head-to-wind and safety position (and heave to if applicable for boats with two sails) and using tiller and sail trim to accelerate	72.6% (135)	21.0% (39)	3.8% (7)	2.7% (5)	3.63	186

A: Tack the boatB: from a close-hauled course to a close-hauled course utilizing proper communication (2 part command to crew if appropriate), sail control, tiller movement, body movement	86.6% (161)	10.8% (20)	1.1% (2)	1.6% (3)	3.82	186
A: Sail directly downwardB: avoiding an unintentional jibe by recognizing and reciting indicators that the boat may soon jibe	80.6% (150)	14.5% (27)	2.7% (5)	2.2% (4)	3.74	186
A: Execute a controlled jibeB: from a broad reach course to a broad reach course utilizing proper communication (2 part command to crew if appropriate), sail control, tiller movement, body movement	84.4% (157)	12.4% (23)	1.6% (3)	1.6% (3)	3.80	186
A: Identify potential changes in wind speed, wind direction, and weatherB: by demonstrating frequent 360 degree visual checks and taking proper action	68.3% (127)	25.8% (48)	3.8% (7)	2.2% (4)	3.60	186
answered question						186
skipped question						54

OPERATION 5: Arrive at a dock/slip/mooring/ramp/shoreline

In the conditions stipulated, do you agree that entry-level sail boat operators should be able to perform the following skills in Operation 5. Arrive at a dock/slip/mooring/shoreline? A: SkillB: proficiency The individual will be able to:

	Completely Agree	Moderately Agree	Moderately Disagree	Completely Disagree	Rating Average	Rating Count
A: Successfully plan and execute arrival at the slip/dock/mooringB: considering boat position, sail configuration and slip/dock/shoreline/mooring relationship to the boat; all relative to the wind and current direction	82.7% (153)	13.5% (25)	1.6% (3)	2.2% (4)	3.77	185
A: Secure proper positions of rudder and centerboard (if applicable)B: Adjusting centerboard and rudder, ensuring neither comes in contact with the ground or objects in the water	80.0% (148)	18.4% (34)	0.0% (0)	1.6% (3)	3.77	185
A: Lower sails B: by first turning the boat into the wind, using appropriate sail lowering technique for boat while keeping sails luffing	83.8% (155)	14.1% (26)	0.5% (1)	1.6% (3)	3.80	185
A: Bring the boat to a stop at the desired locationB: by turning the boat in appropriate direction and utilizing tiller position and sail trim	83.2% (154)	11.4% (21)	3.2% (6)	2.2% (4)	3.76	185
A: Check for a clear approachB: using 360 degree scan to confirm a clear path of arrival with no conflicts with boat's intended actions and boats/activities in the vicinity and ensuring arrival is not a hazard for others underway	92.4% (171)	5.9% (11)	0.0% (0)	1.6% (3)	3.89	185
					answered question	185
					skipped question	55

OPERATION 6: Secure the boat

In the conditions stipulated, do you agree that entry-level sail boat operators should be able to perform the following skills in Operation 6. Secure the boat? A: Skill B: proficiency The individual will be able to:

	Completely Agree	Moderately Agree	Moderately Disagree	Completely Disagree	Rating Average	Rating Count
A: Secure the boat to the slip/dock/mooring B: using appropriate lines and knots anticipating winds, currents and tides	90.8% (168)	7.0% (13)	0.5% (1)	1.6% (3)	3.87	185
A: Stow all gear, sails and lines B: following procedures for that specific boat	84.3% (156)	14.1% (26)	0.0% (0)	1.6% (3)	3.81	185
A: Get off the boat B: using three points of contact and distributing persons/gear while maintaining stability	82.2% (152)	15.7% (29)	0.5% (1)	1.6% (3)	3.78	185
					answered question	185
					skipped question	55

OPERATION 7: Perform general safety/emergency procedures/maneuvers that fit across all three domains?

In the conditions stipulated, do you agree that entry-level sail boat operators should be able to perform the following skills in Operation 7. Perform general safety/emergency procedures/maneuvers that fit across all three domains? A: SkillB: proficiency The individual will be able to:

	Completely Agree	Moderately Agree	Moderately Disagree	Completely Disagree	Rating Average	Rating Count
A: Put on a life jacketB: ensuring it is serviceable, fits properly, and is appropriate for the boat/activity	95.1% (175)	3.3% (6)	0.5% (1)	1.1% (2)	3.92	184
A: Accept a single line towB: maneuver safely for 200 yards	66.3% (122)	29.9% (55)	2.2% (4)	1.6% (3)	3.61	184
A: Accept a side tow B: maneuver safely for 200 yards	52.7% (97)	37.5% (69)	7.1% (13)	2.7% (5)	3.40	184
A: Avoid collisionsB: by maintaining a proper lookout, assessing potential hazardous situations and taking early and decisive action	94.0% (173)	4.3% (8)	0.5% (1)	1.1% (2)	3.91	184
A: Return to simulated man overboardB: within arms reach using quick stop or quick turn method within two minutes	81.0% (149)	13.6% (25)	3.8% (7)	1.6% (3)	3.74	184
A: Retrieve simulated man overboardB: without injury to the person	81.5% (150)	14.1% (26)	2.7% (5)	1.6% (3)	3.76	184
A: Toss a lineB: accurately toward intended target	80.4% (148)	15.2% (28)	2.7% (5)	1.6% (3)	3.74	184
A: Recieve a lineB: using proper body positioning and without injury.	78.8% (145)	17.9% (33)	1.6% (3)	1.6% (3)	3.74	184
A: Recover yourself after falling overboardB: using appropriate techniques for the specific type of boat	83.7% (154)	13.0% (24)	1.6% (3)	1.6% (3)	3.79	184
A: Return a capsized boat to an upright position and re-enter boatB:	83.7% (154)	11.4% (21)	3.3% (6)	1.6% (3)	3.77	184

using proper techniques						
A: Perform an emergency stopB: within two boat lengths using sails and tiller	71.7% (132)	23.9% (44)	2.2% (4)	2.2% (4)	3.65	184
A: Re-float the boat if agroundB: using appropriate methods for the boat	62.5% (115)	29.9% (55)	6.5% (12)	1.1% (2)	3.54	184
A: Depower the boat quicklyB: maintaining control of the boat	81.5% (150)	15.2% (28)	2.2% (4)	1.1% (2)	3.77	184
answered question						184
skipped question						56

Appendix B:

Qualitative results on Survey Monkey On-Water entry-level skill based SAIL Standards V1

The following identifies comments provided by respondents on Survey Monkey question #26, *In the conditions stipulated, please provide any additional skills that entry-level SAIL boat operators should be able to perform in Operations 1 – 7 of SAIL boat operation as outlined in this survey.* The goal of this question was to determine if SMEs who were not involved in the original development of the On-Water, entry-level, skill-based standards for recreational SAIL boat operators would recommend additional standards be added to the On-Water SAIL standards list.

Approximately 184 SMEs completed the entire survey. Of those, 69 respondents provided comments to question #26. These comments were analyzed and produced 18 themes that ranged in size from 2 to 10 specific comments that make up the theme. The strongest theme (with 10 comments) centered on managing the sails of the boat. The next two strongest themes (with 8 responses each) identified the need for an entry-level recreational SAIL boat operator to be able to Understand the Rules of the Road as well as to be able to use navigation aids such as charts. The next two largest themes contained 7 comments each and focused on deploying and retrieving and anchor and using distress signals. The next strongest theme with 6 responses identified the skill of operating an engine.

Other themes are identified below that emerged with 5 comments or less associated with them.

Theme Summary

The following themes were identified in respondents' comments. The number in () at the end of each theme identifies the number of comments that made up the theme.

1. Theme: Manage the Sails (10)
 2. Theme: Know or understand the Rules of the Road (8)
 3. Theme: Use Navigation Aids to locate the boat at any moment (8)
 4. Theme: Deploy and retrieve an anchor (7)
 5. Theme: Use distress signals (7)
 6. Theme: Use an outboard engine (6)
 7. Theme: Heave to (5)
 8. Theme: Tie basic knots (5)
 9. Theme: Know what to wear while out on the boat (safety and protection) (5)
 10. Theme: Handle emergency situations (4)
 11. Theme: Like the list of standards (4)
 12. Theme: Standards are too high for beginner level operators (4)
 13. Theme: These standards are not needed (3)
 14. Theme: Right a capsized boat (3)
 15. Theme: Dock the boat (3)
 16. Theme: Understand tell signs for wind (3)
 17. Theme: Able to swim (2)
 18. Theme: Moore the boat at a buoy (2)
- Verbatim Responses Not Themed (20)

Specific Themes and Their Verbatim Comments

The following themes are listed in order of strength based on the number of comments that made up the theme.

Theme: Manage the Sails

1. Steer a boat, esp. small keelboat by using sails only.
2. Adjustment of backstays as a standard for basic sailing is not likely to be necessary. Other controls to adjust sail shape should be understood and demonstrated.
3. Reef main and reduce jib if roller-furling (it's not always going to be light air).
4. Reefing.
5. Mention of when to reef the sails. Many small beach cruising boats have sails that are reefable or they should have reefable sails. Some small boats will need to reef in 12 knots.
6. Understanding a sails angle of attack.
7. How to raise and trim sails.
8. Raise and lower sails under power.
9. Reduce or depower sails while underway.
10. Have to ability to do a visual inspection of the standing rigging.

Theme: Know or understand the Rules of the Road

1. Basic rules of road would be helpful classroom/lake.
2. Basic Right of Way rules for multiple types of boats- power, human, sail.
3. Have basic knowledge of rules of the road/right of way.
4. Need to understand all basic safe boating rules and regulations, before instructing and have dry land instructions for all who participate.
5. Know when they have the right of way.
6. Know rules of the road for areas sailed in.
7. Demonstrate understanding of Right of Way Rules.
8. Understand minimum rules of the road for crossing, overtaking and when to keep clear even if a sailboat.

Theme: Able to use Navigation Aids to locate the boat at any moment

1. Ability to use charts in coastal areas.
2. Some basic map/chart reading skills should be demonstrated as to depth, hazards, etc.
3. Understand navigational aids for safe landfall in areas controlled by lateral aids to navigation.
4. Be able to locate themselves on a local chart and point out any local hazards, destinations, routes.
5. The operator should have a good knowledge of situational awareness. Should know what the boats position is and where dangerous areas to avoid are located.
6. Read a chart, navigation hazards.
7. Know the location of the boat at any time.
8. Demonstrate an understanding of navigation aids / buoys in the area of training.

Theme: Deploy and retrieve an anchor

1. How about dropping anchor and retrieving it. Educate on safe locations for anchoring. What to look for.
2. Deploy anchor.
3. Deploy an anchor in emergency.
4. Anchor.
5. Anchoring.
6. Be able to set and retrieve anchor.
7. In a small keelboat they should also know how to anchor without the use of an engine.

Theme: Use distress signals

1. Signaling distress.
2. Hail other boats to avoid collisions.
3. Safety - ensure proficiency with appropriate signaling devices, whistle, horn, flares and flag.
4. Read GPS or nav. program on phone or table to be able to report position if needed in an emergency.
5. Signal need for help from outside source (instructor, other boats, etc.).
6. VHF distress call.
7. Distress signals, approaching a stricken craft. If there is time, basic VHF skills.

Theme: Use an outboard engine

1. For keelboats they should learn how to operate an outboard motor.
2. Use of an outboard engine, unless the student is required to "dead stick" the boat into the slip.
3. Be able to start, stop, maneuver under auxiliary power if boat so equipped.
4. Use of an outboard engine.
5. Keel boat; start engine.
6. Not all boats are able to sail from their dock to the sailing area so outboard engine operation might be necessary.

Theme: Heave to

1. No mention of heave-to for keelboats.
2. Heave to.
3. Heave to.
4. Depending on the rig's configuration, it is highly desirable to demonstrate how to heave to, as well as reef sails.
5. Put the boat into the Safety Position - Put the boat in the Hove-To position.

Theme: Tie basic knots

1. Knot tying and basic seamanship.
2. Basic knots applied to assigned boat.
3. Know basic knots - bowline, clove hitch, cleat hitch.
4. I think it was mentioned, but a quick ability to tie cleat hitch and several other knots.
5. Demonstrate basic knots: Bowline, Figure-8, Cleat Hitch, Clove Hitch, Square Knot, Round Turn and Half Hitch.

Theme: Know what to wear while out on the boat (safety and protection)

1. What to wear/sun conditions, etc.
2. Sunscreen- proper footwear - closed toe shoes - hat to protect head from sun.
3. Knowledge and use of precautions to take to avoid injury, sunburn & overheating. This includes sunscreen, hats, sunglasses, water bottles and suitable footwear.
4. The sailor should be wearing appropriate gear.
5. Wear proper clothing for conditions.

Theme: Handle emergency situations

1. Basic first-aid, e.g. someone gets it by the boom, or rips open a wound from a sharp cotter pin.
2. Vessel incidents; Be able to respond swiftly to any basic mechanical, rigging failure. For example; the beginner sailor should be able to identify a loosening knot and be able to correct that without incident. In the event of significant mechanical failure, the sailor should be able to identify item, correct the failure (with any means possible or deliberate) or otherwise be able to control the rigging and vessel; knowing they need to return to shore or summon assistance. The beginner sailor should understand and apply the practice of having appropriate tools and/or items for simple repairs or corrections.

3. All staff need to have Lifeguard Certification All need to understand and practice emergency action plan and practice it! To instruct and be able to handle and emergency and not cause further harm.
4. Not everyone will be able to re-enter a sailing dinghy depending on body type, strength, etc. Need to be able to know what to do to get help and stay with the boat.

Theme: Like the list of standards

1. Generally seems like a good list, just need to make sure they all actually make sense for larger e.g. 22-26' boats.
2. I think you have covered everything in fine detail.
3. I think you've done a nice job with this program.
4. Happy Sailing is Safe Sailing! Enjoyed the survey and is a good reminder for all instructors.

Theme: Standards are too high for beginner level operators

1. If the person is an entry-level sailor. Many of the skills listed above are very complex and will only be developed with more time sailing.
2. Many of the skills I noted as only "moderately agree" rather than strongly agree seem like higher-level skills than an "entry level" participant could reasonably be expected to successfully / meaningfully accomplish. I agree that participants should begin development of these skills during the "entry-level" learning but, for example, I would not expect someone to demonstrate docking or control while moving backwards on a J-22 on during their first few days in a sailboat. Likewise, I would not think that a "entry level" participant should be expected to demonstrate proficiency in surveying a boat for safely prior to launch I do agree that awareness of these issues should be introduced from day one, but expecting demonstration of mastery of this skill does not seem reasonable of "entry level" participants. This last skill takes completion of a specific "boat surveying" class before it can be meaningful mastered.
3. A student's time in the classroom and spent practicing on the water should be part of this standard. While everyone learns at their own pace, learning has a connection to time on task. The standards in this survey probably surpass what most programs would consider "beginner" skills and venture into an intermediate skill set.

Theme: These standards are not needed

1. The absolutely last thing The People in this country need is more government and more government waste. I deplore that my tax dollars are paying for such survey. We need less government.
2. I am convinced that the already existing safety and training standards are sufficient and this new requirement will serve only to reduce entry into recreational [sail] boating. This should absolutely NOT become a national requirement.
3. Entry level is a level that should allow the sailor out on the water -- many of the skills you want to require take extensive time to learn to the level your descriptions imply -- you will never have sailors but just for ever students.

Theme: Right a capsized boat

1. Bail swamped boat? I think that is adequately covered under righting a capsized.
2. Several methods of capsize recovery maybe be demonstrated.
3. For non-self rescue boats, the proper righting technique should be known.

Theme: Dock the boat

1. Complete all docking and undocking maneuvers under power.
2. Should add current to leaving dock and returning.
3. Especially dock, undock.

Theme: Understand tell signs for wind

1. No mention of understanding tell-tails for wind direction or wind flow.
2. Reading tell tails and trimming the sails for the course being sailed.
3. Understanding apparent wind vs. true wind.

Theme: Able to swim

1. Swimming ability.
2. A basic swim assessment should be taken for all entry level boat operators in order to not necessary test swimming abilities, but to assess the operators comfort in the water if they happen to fall overboard or capsized.

Theme: Moore the boat at a buoy

1. Docking on a mooring buoy.
2. Pick up a mooring.

Verbatim Responses Not Themed

1. N/A.
2. Preparedness: The sailor should be hydrated, have supplies as related to the sailing vessel. Most importantly relating to preparedness, the sailor needs to understand their quantifiable training; understand their skills sets and practical experience, thereby making a sound judgment at any turn of weather, fatigue or vessel seaworthiness. They need to understand when it's time to sail back to shore for dry land. This was an honor to be involved in this survey as a US Sailing Certified Small Boat Instructor, Level 1. I am eager to get the next level of certification this year. JR, Lewes, Delaware.
3. Not all boats stop easily in 2 boat lengths. Downward is not a sailing term, but downwind is.
4. Communication among sailors in the same boat -- beginners - limiting to one person moving at a time and discussing this more emphasis on optimal or at least better positions within the boat for various wind conditions to prevent capsizing more standards involving the successful ordered steps to tack the boat, either come about with bow through the wind or jibe right away rules, particularly starboard and port.
5. Blind fold sailing with another person.
6. Move small boat from rack. Clean and stow boat.
7. Be able to properly launch a boat.
8. When I learned to sail we were taught how to splice and whip a line.
9. Can they perform these while being reasonably relaxed (or better yet having fun)?
10. Proper way to hold tiller or tiller extension (B= like a microphone). Proper way to switch sides on tack/jibe (B= behind the back hand-exchange of tiller and sheet). Proper way to sail down wind (B= NOT by running, but by Broad Reaching to stay safe and to get there faster).
11. Safety... * dock hazards... trip hazards like cleats & lines, splinters... * thermal hazards... hypothermia, heat exhaustion, heat stroke * for boats on trailers & dollies... overhead hazards, like power lines.
12. DON'T SIT ON THE BOW PULPITS! ;).
13. A small keelboat will not capsize so if it is a keelboat class righting it is not necessary.
14. Be aware of effect of currents, tides and wind directions affect with them. 4. Affect of gear and crews weight and placement on small or narrow sailboats.
15. Demonstrate Wing-and-Wing, Run Demonstrate Points of Sail Sailing Circle-Close Hauled, Close Reach, Beam, Broad Reach, Run. Demonstrate Heave-to-Reefing. Demonstrate methods of line laying, coiling, flaking, etc. No Wind Maneuvering: Sculling Heavy Air Sailing Techniques Light Air Sailing Techniques. Discussion of acceptable and dangerous weather and environmental conditions (Tides/Currents) for safe sailing. Discussion of Proper Sailing attire for a variety of sailing conditions. Demonstration of effects of boat healing on course and balance. Demonstration of effects on boat and performance from mast racking, boom vang, centerboard positioning, traveler positioning, crew seating position affecting boat heel and balance. Demonstrate care in sail folding and

care. Demonstrate understanding of wind lifts and headers and how to read changes in wind velocity upon the surface of the water. If the boat is assembled prior to use, demonstration of stepping the mast, etc. should be included. If boat must be tailored, demonstration of care and safety issue should be included.

16. Validate vessel meets legal requirements, flares in-date, registration, etc. Demonstrate proper use of VHF radio and inform crew how to use it.
17. Secure drain plugs and check hull for bilge water.
18. None.
19. Know when not to go!
20. I think a few more questions/skills regarding the aspects of sailing would be good. Examples: terminology skills (know the sailing lingo).