

ADVANCED CRUISING STANDARD

(Coastal Skipper - Sail)

It is envisioned that the program will be taught in six days to adequately cover all the performance objectives. The minimum time for evaluation of this standard is 48 consecutive hours.

Objective

To be able to act safely as skipper and crew of a sailing cruiser of 10 – 15 meters, any modern rig and inboard engine, operating within 100 miles of shore by day and night in coastal or inland water in any weather.

Prerequisites

Basic Cruising, Intermediate Cruising and Coastal Navigation Standards;

ROC(M) VHF with DSC endorsement;

Pleasure Craft Operator's Card;

Recognized Standard first aid and CPR certificate.

Note: To maximize the likelihood of successfully completing the Advanced Cruising Standard, a student should:

- a) Have experience as skipper of at least two season or 20 days of cruising, and
- b) Have applied the knowledge and practiced the skills of the Intermediate Cruising and Coastal Navigation Standards, and
- c) Be able to consistently demonstrate the skills learned of the Intermediate Cruising and Coastal Navigation Standards.

Ashore Knowledge

Section I: Sail Theory

The candidate must be able to:

1. Describe the theory of true and apparent wind;
2. Describe the theory of sailing with diagrams showing force diagrams of sails, keel and boat and a method of finding center of effort and center of lateral resistance;
3. Describe with the aid of diagrams the causes of lee and weather helm, and the method of correcting them;
Included must be:
 - a) The reason for preference for slight weather helm;
 - b) The effects of adjustments in sail area made by sail change or reefing;
 - c) The effect of mast position and rake;
4. Describe the effects on sail shape of adjustments to the following:
 - a) Halyard tension,
 - b) Outhaul tension,
 - c) Boom vang tension,
 - d) Cunningham tension,
 - e) Traveller position,
 - f) Jib fairlead position.

Section II: Weather

The candidate must be able to:

5. Describe the progress of a low pressure area and its associated warm and cold fronts with regard to their related winds, pressure changes, temperature changes, wind shifts and clouds and be able to use these factors to make elementary weather forecasts;
6. Give visual description of cirrus, altostratus and cumulus type clouds, and be able to describe the expected weather associated with each.

Section III: Safety

The candidate must be able to:

7. Apply Rules 1 through 36, 40 and 45 of the *Collision Regulations* so as to be able to recognize all lights;
8. Cite from memory the distress signals in Annex IV of the *Collision Regulations*;
9. Describe the recommended methods of grounding for lightning for:
 - a) Permanent installation, and
 - b) Temporary installation, for those vessels not so fitted.

Section IV: Use, Maintenance and Repair of Boat and Equipment

The candidate must be able to:

10. Describe how to winterize candidate's vessel's hull and equipment in local area (excluding sails and spars) and to prepare for spring launch. In locations where the vessel is afloat all year, describe yearly haul-out and overhaul;
11. Describe seasonal checks of sails, spars, standing rigging, and running rigging;
12. List the factors that adversely affect electronic navigation aids typically found on a cruising vessel, such as Radar, GPS, AIS and other electronic navigation aids aboard the vessel being used for instruction;

Section V: Seamanship

The candidate must be able to:

13. Describe two methods of using a second anchor to reduce swinging;
14. Describe:
 - a) When and how to use a trip line and anchor buoy,
 - b) Three other methods of recovering an anchor that is fouled on the bottom,
 - c) The procedures and dangers when using a breast anchor to hold a boat away from a dock or wharf;
15. Describe how the vessel should be handled and what remedial action should be taken when the following emergencies occur while under sail:
 - a) The vessel is dismasted,
 - b) The vessel runs aground on a lee shore;
16. Describe towing bridles for both disabled and towing boats and to describe precautions to be taken prior to getting underway, while getting underway, and while underway;
17. Describe the selection of sails for use on the vessel selected, in relation to weather, in all conditions likely to be found in the area of intended passage, and give reasons for the selections made. Include the full range of sail combinations available from full canvas to bare poles;
18. Describe the appropriate heavy weather precautions for the vessel selected, and describe how they are carried out. Include sail changes, use of special equipment such as safety harness, sea anchor, doubling up of gear, special checks in areas likely to chafe, storage of equipment above and below decks, checks on condition of dealing with and avoiding fatigue, selection of clothing, and schedule of watches;
19. Describe the actions in the vessel selected for heaving to and lying a hull;
20. Plan a cruise of five days with non-stop passage of 48 hours, taking into account food, watches, navigation (as per CYA Standards) anchorages and alternative routes and shelters;
21. Describe (and where practical demonstrate) the appropriate remedial action for the following electro-mechanical problems:
 - a) Stoppage in the fuel supply line,
 - b) Failure of the engine's raw water pump impeller,
 - c) Defective starter motor and/ or glow plug solenoids,
 - d) Blocked or defective head,
 - e) Faulty domestic water systems,
 - f) Fire;
22. Describe when and how to carry out an oil change on the engine;
23. Describe how to change a fuel filter and bleed fuel supply lines for a diesel engine;
24. Demonstrate the use of safety harness, personal strobe light, and a 406 EPIRB;
25. Describe docking and leaving dock under sail;
26. Describe the dangers and/or risks associated with sailing in reduced visibility and at night, and procedures to minimize the identified risks and dangers.
27. *Describe the general aspects of ballasted monohull yacht stability, including*
 - (a) Centre of gravity (CG)
 - (b) Centre of buoyancy (CB)
 - (c) Righting lever (GZ)
 - (d) Righting moment (RM)
 - (e) Angle of Vanishing Stability (AVS)
 - (f) Free surface effect
28. *Discuss the stability differences between ballasted monohull yachts and unballasted multi-hull yachts*
 - (a) Sketch GZ curves for various types of vessels
 - (b) Compare and contrast the GZ curves for traditional narrow beam heavy displacement vessels and modern wide beam high volume light displacement vessels
 - (c) discuss the capabilities of the vessel used in the course.

Afloat Skills



Recommended vessel should be a 10 - 15 meter, modern rigged, sloop rigged keelboat with an inboard engine.

Section VI: Preliminaries

The candidate must be able to:

1. Check out a given boat for extended passage to include:
 - a) Soundness of hull, spars, rigging, deck hardware, sails, engine, internal systems, head, galley, stowage, safety equipment, spare parts,
 - b) Suggest needed improvements, repairs and additions to make the vessel totally seaworthy and sound;

Section VII: Underway

The candidate must be able to:

2. Apply Rules 1 through 36, 40 and 45 of the *Collision Regulations*;
3. Manoeuvre under power in simulated tight conditions with high winds and/or tidal currents and dock the boat under same conditions;
4. Sail a vessel of the given size at an advanced level of skill, on the helm and as crew, on all points of sail;
5. Set and weigh anchor under sail;
6. *Pick up and depart from a mooring buoy under sail*;
7. Take appropriate action in the event an engine fails in various conditions (to be simulated);
8. Check the tune of a mast;
9. Rescue a swamped dinghy and, if possible, stow it on deck while underway;
10. Perform the following crew overboard procedures by day and night:
 - a) Triangle method under sail,
 - b) Alternative method under sail,
 - c) Williamson and Anderson turns under power;
11. Simulate at least two different methods of recovering a crew overboard;
12. Prepare and serve a hot meal while underway;
13. Set anchor from a dinghy;
14. Set a Bahamian moor;
15. Act as skipper and responsible crew on a live-aboard cruise, including a continuous passage of at least 48 consecutive hours;
16. Satisfactorily demonstrate the ability to assume total command of all operations of the vessel and its crew;

Section VIII: Navigation

The candidate must be able to:

17. Determine deviation of the ship's compass using a transit;
18. Determine accuracy of knotmeter and depth sounder and make instrument or process adjustments, as necessary;
19. Stand a navigation watch of 20 miles by day and 20 miles by night, keeping a full navigation log including the following:
 - a) Danger bearings,
 - b) Clearing bearings,
 - c) Advancing a line of position,
 - d) Distance off,
 - e) Plot course upwind including 3 tacks and resulting dead reckoning (DR) position,
 - f) Fix position using electronic navigation equipment,
 - g) Given leeway and or current derive a course to steer over a 3-5 mile leg, and arrive within a quarter mile of the estimated position.

Endorsements

1. Make an eye splice in braided line.
2. Dock and leave dock under sail.
3. Pack, hoist, set, fly, gybe and douse a spinnaker.

Resource Material

Passage Making, US Sailing