

Implementation and Formative Evaluation Report

Pilot Test Implementation

I conducted the initial pilot test with Captain Mark Natcher, a highly experienced captain and top instructor at Island Sailing. The course was presented using Canva, and he wrote remarks on the facilitator's guide (see below for the raw data). His feedback was more helpful than I anticipated. Before the interview, I stated my intention to fill the learning gap between what is taught in the ASA (American Sailing Association) class and the skills needed when sailing solo. To my delight, Mark agreed on the importance of the training and offered valuable comments to guide my final workshop.

Mark pointed out my use of the word "simple" to describe navigational charts in the entry skills section, commenting that nothing in sailing is "simple." He also recommended emphasizing the teaching of "sounding units" when discussing chart reading because, as he said, "without the measurement, they are just numbers." I had never thought of this! On the topic of "Avoiding Barges and Logs," he mentioned the need to encourage the crew to keep watch and point out hazards. I was pleased to receive this note because it aligns with my adjusted goal of teaching sailors to give effective pre-departure safety meetings, enhancing their skills in the performance context on the Columbia River.

Mark also provided extensive feedback on slide seven of my presentation, specifying that better photos were needed of both the wing dams and secondary channel buoys. He made me rethink my use of AI-generated images due to their inaccuracies compared to images I could find elsewhere. Speaking of inaccuracies, he also mentioned that my use of "secondary channel" was incorrect, as these are always separated by a buoy that allows two options for travel. The area marked on my chart/test is not a secondary channel at all; it is, in fact, an extremely low water area called an "anabranch." I will use all this input to revise my draft for final implementation.

My second pilot test was with a recent club member named Sawyer, who was very receptive and learned a few additional terms during the process. He also gave me feedback on a slide that was too busy and hard to read, which I suspected was the case. This input is highly valuable because it's challenging to view the module with a critical eye. Unfortunately, the club owner and lead instructor became unavailable at the last moment to complete my pilot test group evaluation, but throughout the process, I incorporated much of his direct knowledge as a respected subject matter expert into the workshop.

Overall, the workshop went well, and I incorporated humor into the presentation to maintain the participants' attention. However, the workshop was more informal than I had hoped for the pilot test. Most sailors in the club appreciate our relaxed approach compared to other sailing schools, and I wanted to stay true to that. I discovered that people are intimidated by written tests, so I may include more multiple-choice questions to increase the likelihood of completion. It was challenging to gather participants to take part and provide feedback, but the feedback I did receive was highly valuable.

Sawyer James
New Monahan

Workshop Evaluation

Survey Questions:

1. How well did the workshop achieve its stated objectives? Please explain your reasoning.

Very well, the workshop was a great review course, and covered all of the objectives stated prior to starting the course.

2. How accurate and clear was the content presented during the workshop?

Everything was very accurate and some information even came straight from the class book.

3. Were the assessment activities timed appropriately throughout the workshop?

Yes, everything flowed nicely.

4. What aspects of the workshop did you find most beneficial?

Information regarding horn blasts and what they mean was very beneficial.

5. What areas do you think could be improved?

One page in the workshop was very wordy, and the background made the text difficult to read.

6. How confident do you feel in your ability to identify no-go areas on a nautical chart after the workshop?

Very confident. It all makes good sense.

7. How well do you understand the process of plotting a safe course considering wind patterns and no-go areas?

Well enough to be confident bringing non-sailors with me.

8. How prepared do you feel to execute docking maneuvers and avoid collisions with barges?

I feel confident I can avoid barges, and I know their channel well. Docking while considering the wind will be very natural.

9. How equipped are you to handle safety protocols during high wind and current conditions?

I have all of the information I need.

10. Do you have any other comments?

- o Ensure facility is set up with multimedia projector and screen.
- o Print off: charts of Columbia River to draw on and to practice, Workshop Evaluation Sheets

Introduction and Objectives (5 minutes)

Welcome and Overview (slide 1)

- **Goal:** Provide a warm welcome and introduce the workshop objectives.
- **Script:**
 - o "Welcome sailors! Today we will be reviewing key sailing safety skills you learned in the ASA (American Sailing Association) 101 class, including identifying no-go areas, plotting safe courses, docking and maneuvering, avoiding collisions with barges, and safety during high wind and current conditions."

- Trip Planning with Pre-Departure Meeting
- Docking and Maneuvering
- Avoiding Barges and Logs

← Encouraging crew to keep watch & point out hazards

Understanding No-Go Areas (10 minutes)

Content Presentation (Slides 6-13)

- **Goal:** Provide practical examples to illustrate the concept.
- **Script:**
 - o (slide 6) "Here is a chart of the Columbia River. Notice these red areas? These are no-go zones. Let us highlight a few and discuss why they are marked as such. You can see the shallow areas on the other side of the wing dam on the islands, and past the channel marker towards the I-5 bridge are off limits."

- o (slide 7) "Take a look at the symbols found in the NOAA Chart #1 and look at your chart and tell me what symbols can be found in our sailing waters."
 - Too much info on elements of navigation. A better photo would be the wing dam upstream of the island because of its redness
- o (slide 8) "Discuss these visual cues." More info found here from the US Army Corps of Engineers: <https://www.nwp.usace.army.mil/missions/navigation/pile-dikes/>
 - second dam changed dam to represent
- o (slide 9) "Let us check for understanding. Can you point out the no-go areas without guidance and describe why they are no go?" - Sounding units
 - Not a true dia way
 - Not a cd
- o (slide 10) "on the Capri there is a keel with a draft of 5 feet!"