



NEWSLETTER – OCTOBER 2009

Well, the season is up and running, with the first 7 Week Coastal Skipper course well under way. The group of students are currently studying the RYA Coastal Skipper Theory module, and will be joining “Donna Mia” for an exciting week’s experience sailing in the Cape Peninsula area and adjacent waters.

NEW COURSES Our students are often interested in sailing as a career, mainly to work as crew on charter or privately owned yachts. While RYA courses are the ideal foundation for such a career, there is also a need for training in the more “social” aspects of the business. To this end, we have decided to offer 2 new courses in Cape Town:

- Stewardess Course (5 days).
- Super yacht Stewardess Career Course (10 days) (Competent Crew Practical & Stewardess Course)

We also have had requests for the RYA Powerboat Level 2 course, and will be running this course over 2 days out of Mykonos. Full details of all our courses are on our website at www.yachtmaster.co.za.



COURSES COMING UP: We still have places available on the following courses in the near future:

- 4 week Upgrade to from RYA Day Skipper to RYA Coastal Skipper: 16 Nov – 13 Dec 09.
- 4 week Upgrade to from RYA Coastal Skipper level to RYA Yachtmaster Offshore: 16 Nov – 13 Dec 09.
- RYA DEM & Radar Courses – 14 & 21 November respectively
- 14 week Yachtmaster Offshore Course: 04 Jan – 11 Apr 10.

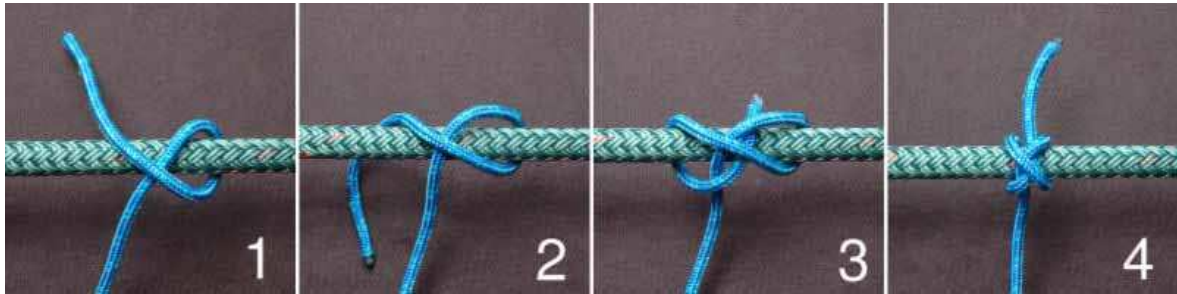
THE FLEET *34 South* is moored at Mykonos Marina, Saldanha Bay, and has been supporting the 7 week Coastal Skipper Course currently in progress. She is looking great and sailing like a dream! *Donna Mia* has completed her refit, which has included a hull respray, new state of the art Garmin instruments (including a chartplotter in the cockpit) and modifications to the saloon berths to widen them – they are now 66 cm wide and very comfortable! The photo to the right shows the “new look” *Donna Mia*. She returns to sail training on 12 October, when she will be sailing with Coastal Skipper students in the waters around the Cape Peninsula. Thereafter she has a very busy season ahead.



KNOT OF THE MONTH Every month we plan to bring you a new knot to practice and use. So, without any further ado...

THE CONSTRICTOR KNOT This is one of the most useful knots for sailors. The Constrictor knot is used where temporary or semi-permanent binding is required, such as whipping the end of a frayed line, or as an emergency hose clamp or cable tie. When made with thin cord it is highly effective, as the

binding force is concentrated. When tying over a soft surface, use a hard, stiff cord, and when over a hard surface, a soft, stretchy line. Use handles on the ends of the line to tighten the knot very hard.



To tie the knot:

1. Make a turn around the object and bring the working end back over the standing part.
2. Continue around behind the object.
3. Pass the working end over the standing part and then under the riding turn and standing part, forming an overhand knot under a riding turn.
4. Be sure that the ends emerge between the two turns as shown. Pull firmly on the ends to tighten.

RYA NEWS The RYA have launched an internet TV service called (with great originality) RYA TV. The aim is to make short episodes with a boating theme available over the internet. While downloading the internet requires a fairly fast broadband connection, the new service does reflect the growing trend to include movies as a standard part of website services. To register and view the episodes produced to date, go to www.yachtingtv.co.uk/index.php/royalyachtingassoctv.

SAILING TIP OF THE MONTH This month's sailing tip concerns picking up a man overboard under engine. Using the engine is nearly always preferable to attempting the pickup under sail. You will have been taught the full procedure during the RYA Practical courses, but, based on my experience as an examiner, the following key points are worth bearing in mind:



- Always approach the MOB from downwind, especially when the sails are still hoisted.
- When approaching, let the sails flap - do **not** sheet in the main. This prevents the sail filling on a close reach.
- If you approach dead into the wind, the bows may blow off to either side as you slow down and stop. Therefore, approach on a close reach, as for a pickup under sail, but with the sails depowered. The bows will always blow off to leeward.
- Pick up the MOB on the leeward side of the boat.
- **PRACTICE!**

Fair winds and full sails.

Peter and the YMOSS Team