



NEWSLETTER – NOVEMBER 2009

Special Offer!!

We are offering a 10% discount for the following courses:

- 4 week Coastal Skipper/Yachtmaster Offshore Upgrade Course: 16 Nov – 13 Dec 09 – only 1 place left.
- 1 Week Coastal Skipper/Yachtmaster Offshore Theory Course: 23 - 29 Nov 09.
- 1 Week Coastal Skipper Practical/Mileage Trip: 30 Nov – 04 Dec 09.
- 1 Week Prep and Exam: 07 – 13 December 09

Please see the website at <http://www.yachtmaster.co.za> to book, or email Skipper@yachtmaster.co.za



WELL DONE! Congratulations to Allan, Gianni, Grant, Marcus and Richard for completing the 7 week Coastal Skipper course, and passing the RYA Coastal Skipper Exam.

They worked extremely well throughout the course, sailing on both 34 South and Donna Mia, with the formal aspects of the course taking place in Saldanha and Cape Town, and visiting Hout Bay, Simon's Town and Gansbaai during an excellent experience week.

We wish our new Coastal Skippers all the best for their sailing careers, and hope to see them back with us for their Yachtmaster Offshore exams in due course.

COMPETENT CREW COURSE 19 – 23 NOV 09 this course was run on Donna Mia, with Mike, Alan, William and Faizal, with Instructor Melvin - they experienced a range of conditions through the week, typical Cape spring weather!

The course visited harbours and anchorages within Saldanha Bay and worked hard to cover all aspects of the course. The social side was not ignored, with an enjoyable braai at Saldanha Bay Yacht Club on Wednesday night.

Well done to you all!



THE FLEET Both 34 South and Donna Mia are now at Mykonos Marina and working hard. Both our yachts are superbly equipped for sail training and boast integrated radar and chart plotters, allowing use of these instruments to be demonstrated on all courses and taught on the more advanced courses. We believe that learning to use modern navigational aids is a key part of sail training, and make every effort to provide experience in their use.

We have a policy of continuous improvement to our yachts, and always welcome suggestions from our students.

KNOT OF THE MONTH We continue our series on useful knots with the **WATER KNOT**. The water knot (also known as the tape knot, ring bend, grass knot, or overhand follow-through) is a knot frequently used in climbing for joining two ends of webbing together, for instance when making a sling. It is equally useful for sailing, for example to tie two sail ties together.



TYING THE KNOT The water knot is tied by forming an overhand knot in one end and then following it with the other end, feeding in the opposite direction.

The ends should be left at least 3 inches (7.6 cm) long and the knot should be "set" by tightening it with full body weight. The ends can be taped or lightly sewn to the standing parts to help prevent them from creeping back into the knot.

RYA NEWS The RYA is pleased to announce that it has appointed Sarah Treseder as its new Chief Executive. Sarah will take up the post in February 2010, when she will work alongside the current CEO, Rod Carr OBE, for a month before his retirement in March.



Sarah Treseder: "To be Chief Executive of the RYA is a once in a lifetime opportunity for me, and I will devote all my passion, dedication and experience to making a success of the role. I have been involved in cruising and racing boats all my life, and I believe that my varied experience in business and on the water will help me to connect with the sport at all levels; from grassroots programmes to the higher echelons of the racing community. I am very much looking forward to joining the team at the RYA next year."

Sarah joins the RYA from The Admirable Crichton, a private luxury events company, and has extensive management experience combined with a broad sailing experience from cruising in the south west of England, France, the Channel Islands and further afield to racing in dinghies, yachts and keelboats. Currently, Sarah joint owns a Sigma 33 which she sails on the south coast.

SAILING TIP OF THE MONTH This month we look at sailing up a confined channel, such as a river, against the wind, by short-tacking up the channel. This can be very hard work for the crew, especially those on the sheet winches – the skipper is usually to be found behind the wheel on such occasions!

The reason that this is hard work is that the helmsman puts the yacht through the tack too quickly, with the result that speed is lost and the trimmers do not have time to set the headsail by hand, and have to winch hard to get it in. Of course, just as all is done, its time to tack again. Faces get red, tempers fray and enthusiasm for the task rapidly wanes.



Make life easier for your crew by steering the yacht in a large (not too large!) curve through the tack. This will allow them to get the sail in before it fills on the new tack, and for a minimum of boat speed to be lost. As a bonus, you will make ground to windward in the process. This technique is good for tacking in general. Try it – it works!

Fair winds and full sails.

Peter and the YMOSS Team