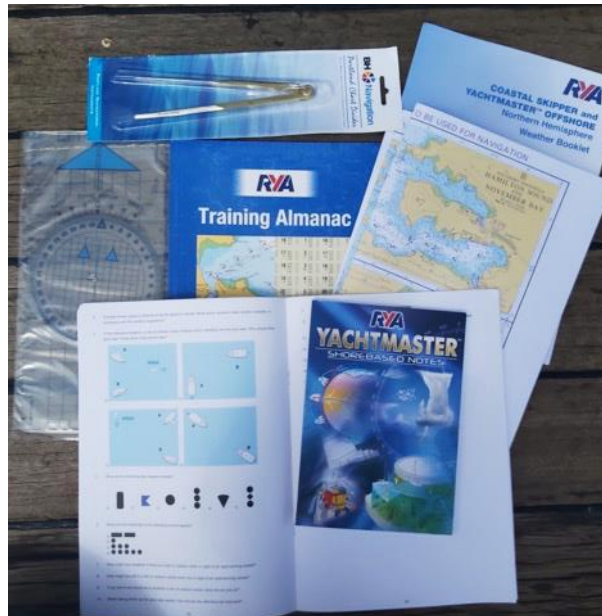


# TRAINEE BLOG: BELINDA CREE

MAY 2020



Shortly before sunrise on the weekend.  
How come it's always easier to be awake  
when you don't need to be??



Look at that education!  
My RYA Yachtmaster Offshore Theory pack arrived.

Continuing on from last month, I've been rust proofing and painting some of our pumps, shackles and brackets etc. It's good practice - and I like to be quite thorough with these jobs too, so that I can be confident the piece of kit I'm working on will last a decent amount of time without failing. In the photos below you can see where I've painting over a special metal primer with either black bitumous paint (a good waterproofing layer) or normal gloss Hammerite (which can be applied direct to rust but I'd already treated and sanded down this toolbox).



"And now for something completely different..."

We also had a masterclass this month! That was very cool - and super educational, I got a lot out of the session. It was with Tom Cunliffe, and we were primarily looking at some different traditional styles of rigs and the theory of sail.

One thing that really stood out to be was how Tom explained the different points of sail with sail theory. Sail theory, the basic principles behind the forces acting on a sail that provide the lift necessary to move the vessel through the water, is something I was already very familiar with. I've done some flying and gliding before, so I'd looked in aerodynamics and wing design before. What I'd never really considered though was how the forces on a sail would change depending on the point of sail, and when I thought about it that way - it became much clearer to me how, but more importantly why, you would choose a certain point of sail to get the vessel where you want to go.

As well as this masterclass, just after the middle of the month I got a delivery! The learning pack for the RYA Yachtmaster Offshore I'd asked to use some of my Professional Development fund for arrived! This was really exciting, I'd already been chipping away at the theory in my spare time, but I was really keen to get some exercises and charts to work with, as well as a structured syllabus to follow.

Already it's been good to read exactly what level of knowledge I'm expected to have attained to achieve this certificate of competency. For example, you're expected to have 'full knowledge' of satellite derived positions, but only a 'working knowledge' of dead reckoning and estimated positions. I'm not using that as an excuse to not learn more about dead reckoning for example - and that doesn't mean that knowledge necessarily is less important to your job at sea, but it's good to have that insight in to what specifically this accreditation is testing.

Some of the notes I'd already taken on the Day Skipper theory syllabus.

I didn't always find visual learning aids all that helpful, preferring to learn by doing/practice, but now I'm quite a visual learner so making notes like this is a really good way for me to revise what I'm trying to take in.

