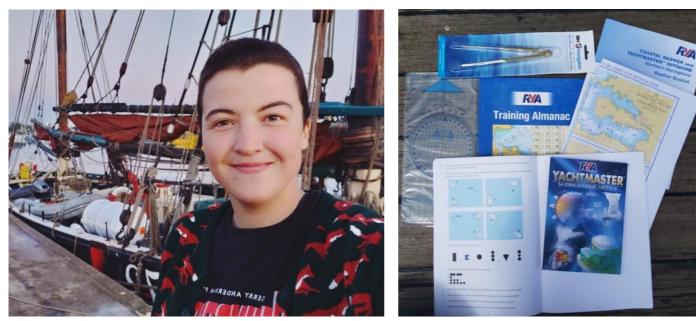
TRAINEE BLOG: BELINDA CREE



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.

Vessel engaged in underwaher operations same unsame	FINDING A POSITION WING POSITION LINES, TRANSITS & DEPTH CONTOURS
	- many outside
the diamonds, stay clear of • side	" Chase objects that can be they identified \$ are on the chart.
	· Avoid objects too far away as this leads to inaccuracy.
Distanced at a	" The minimum angle should be 30" to give a good cut. I between the
	" Take care not to make the angle 180"!
	" Take the bearing on the beam last as that is changing sastedt.
Pass on sharkoaint Pass on sharboaind port!	• Land based objects are the best.
	• Make a note of the time and the log reading () the time beaving work holes. The smaller the A
	# POSITION LINES + FILES.
Vessel <50m Vessel >50m @ anchor Vessel underway, but not making way C.C. our at access, but not making way	A single bearing of an object is a POSITION LINE.
VESSELS WADER WAY: Vessels show I or 2 streaming lights to indicate they are making way. I light is mandatory for vessels <5m + 2 for vessels >50m. (Vessels <5m can show 2 too). So vessels that are moving will show their DOER + STMMONDO mangeten lights, a stern light, + 1 or 2 streaming lights 4- the further toward the Doen sits higher.	other information it can help you get a FIX. A traditional fix requires 3 bearings. Ya.K.a 'cated her'
A System in gardy. A band a schementing ingest Conserve and a schementingest Conserve and a schementing ingest Conserve and a sch	to TRANSITS Two conspicuoses objects in line give a very accurate position line, with nor need to take a bearing or adjust for variation.
Artic fold Station Hartis fol	A oteeply shalving sea bed gives an indication of position, but height at the needs to be deducted.

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.