

MASTER 10GT/12M™ SAIL  
COURSE BROCHURE

THE FUNDAMENTALS



Presented by:

### Certification Capacities

1. Skipper of a sailing yacht up to 12.0 metres Length-Water-Line (LWL) +10% = 13.2 metres Length-Over-All (LOA).
2. Near-coastal waters <30Nm from a safe haven OR a voyage of <60Nm distance between two safe havens.
3. Near-coastal night passages within sight of land.
4. Tidal area with an average tidal height of less than 3 metres.

### Sea-Time Requirements

Sea Area Categories I, II, III & IV:

10 days at sea. 8 night hours. Logged 120Nm.

### Certificate Endorsements

1. Race Crew.
2. Catamarans <12m LWL <13.2m LOA.

### Reference Standards

Syllabus & Assessments adhere to UNECE Resolution N° 40 International Certificate for Operators of Pleasure Craft, Sailing Vessels.

### About the Course

The Iymcs Master 10GT/12m™ Sail course has been specially written for students or candidates that have no or very little sailing experience as crew and wish to progress to become a skipper.

### About the Certification

The 10GT is ten Gross Tons which references to the internal volume of the vessel. The 12m denotes Length- Water-Line (LWL) This reference is to a line of flotation, a stripe on the side of the boat, that indicates the part of the boat, which is above the water, and the part, which is below the water i.e. part of the hull, the keel and the rudder (that is used to steer the boat).

The 12m LWL equates to approximately a Length-Over-All (LOA) of 13.2 metres (approx. 44 feet).

### The Objectives

Is to give you enough confidence, knowledge and skills to be able to take out a sailing yacht of up to 44 feet LOA in coastal waters and inland waters (inland seas, lakes, rivers, waterways) up to a strong wind force of Force 5 (17-21 knots or 8,5-10,5 m/s) on the Beaufort Scale (this is a table of wind strengths and sea conditions which we will talk about later). To sail and navigate safely is a fundamental principle of the Course.

## The Course Structure

The course is progressive, it is well structured and has a modern format. There is no course time limit. This is an important aspect: if you feel you need more training, then go for it. It is a common mistake for learners to quickly gain a skipper's certificate, but yet their confidence level is not enough to take out a boat + crew by themselves. It is important to set your personal objectives and limits.

## The Learning Experience

We would like to say that we want you to have an enjoyable course above all, however some aspects of this Course can be challenging. At times, you may be frustrated by not being able to do a task or work out something. This is a normal learning curve, some of your colleagues may advance more than you. Just ignore this and focus on what you want to achieve personally.

The Course takes you step-by-step through each topic and subject. When we designed the Course, we have carefully configured the proficiency level to the optimum that not only gives you knowledge and skills, but also enables you to progress yourself later through self-learning.

We have also encompassed Electronics, which play a significant part in modern sailing, you will see this throughout the Course, but yet, we have kept the fundamental principles of seamanship and navigation incorporated.

The sea, or any body of water, can be dangerous and should be treated with the utmost respect. To this end, this Course upholds all these principles to enable you to navigate safely wherever you are.

### The Iymcs Instruction Cards


Our Society has created a unique set of Instruction Cards that appear in Part II Practical Onboard section of the Iymcs Master 10GT/12m™ sail course book.

Each Instruction Card covers a particular task such as Deck Seamanship, Mainsail Handling, Provisioning, Passage Planning, Engine Maintenance, Emergency Procedures, etc.

The practical tasks are clearly shown using images and step-by-step instructions and guidelines.

The purpose of these Instruction Cards is to help you:

- Apply the knowledge and skills that you learnt in the theory classes to practical tasks onboard the yacht
- Help you undertake practical tasks
- Practical sailing, navigation advice & guidance
- Problem solving



INSTRUCTION CARD 12/A

MAINSAIL PREP & HANDLING

FOR SAILING


PREPARING AND HOISTING THE MAINSAIL (NON-FURLING TYPE)

Safety Aspects


Before working with the Mainsail, we recommend the following safe practices.

- Before working with the Mainsail, close all Deck Hatches and the Main Companionway Hatch.
- The Main Companionway Hatch can be slippery to stand-on or walk-on.
- Wait for the boat's Bow to be into the wind "Head-to-Wind".
- Do not stand by the boom if the boat is turning or is beam-on to the direction of the waves.
- When working on deck, always wear a life-jacket and/or safety harness.


The following step-by-step procedure is recommended.




1. Locate the mainsail halyard and check the type of shackle.




2. Take-off the mainsail cover or open the sail lazy bag.




3. Locate the mainsail halyard and open the clutch jammer.




4. Detach the halyard shackle, take it to the mast inside lazy-jacks.




5. Open the 2 mast steps, ensure they lock properly and are dry.




6. Hook safety line onto a mast ring of whisker or spinnaker pole.




7. Holding the halyard carefully step-up on the mast-steps.



8. Fasten the halyard to the head-board, ensure shackle pin is locked.



9. Open reef-line 1 rope clutch jammer, ensure the line can run free.



10. Open reef-line 2 rope clutch jammer, ensure line run's free.

ISO 9001:2015 Compliant Quality Management System

Procedure Card N°12/A. File: iymcs procedure card n°12\_mainsailprep&handling. vers. 1.2 RGH 110524.

### Syllabus - Theory

- S1.0 Pre-Course Study.
- S2.0 Collision Regulations
- S3.0 Sound, Light & Day Signals
- S4.0 Vessel Navigation Lights
- S5.0 Buoyage Systems
- S6.0 Navigation Lights
- S7.0 Compasses
- S8.0 Near-Coastal Chartwork
- S9.0 Electronic Charting Systems
- S10.0 Near-Coastal Meteorology
- S11.0 Tides & Currents
- S12.0 Maritime Legal Aspects

### Syllabus - Practical

- C1 Food & Drink Provisioning
- C2 Engine Maintenance
- C3 Knots
- C4 Rope Whipping
- C5 Deck Seamanship
- C6 Fenders
- C7 Boat-hook
- C8 Mooring Buoy
- C9 Anchoring Arrangements
- C10 Deckwork - Berthing
- C11 Berth Departure
- C12 Mainsail Preparation & Handling
- C13 Foresail Preparation & Handling
- C14 Under Sail Genoa/Jib
- C15 Under Full Sail
- C16 Keeping a Look-out
- C17 Reading & Noting a Position
- C18 Obtaining a Visual Bearing
- C19 Variation & Deviation Worksheet
- C20 Pilotage Planning
- C21 Passage Planning
- C22 Tidal Height Worksheet
- C23 Electronic Instrument & Marine Radio Settings
- C24 Meteo Forecast & Visualisation
- C25 Man-Over-Board (MOB)
- C26 Emergency Procedures
- C27 Tacking Angles & Laylines
- C38 Tender Auxiliary
- C39 Maintenance & MARPOL
- C40 Medical First Aid



### Further Details

Ref 6.1.4 overview -  
M10GT12m sail

[https://www.iymcs.com/  
rec\\_m10gtsail.html](https://www.iymcs.com/rec_m10gtsail.html)

[enquiry@iymcs.com](mailto:enquiry@iymcs.com)

[www.iymcs.com](http://www.iymcs.com)



Master 10GT/12m™ sail

WHY CHOOSE THE  
**iy mcs**  
MASTER 10GT/12M SAIL

Internationally recognised Certification of Competency (CoC)

CoC features passport level ID

CoC can be upgraded to Commercial at any time

**iy mcs** custom-design leather certificate holders

Courses & Certifications certified to ISO 9001:2015 standards

Adaptive international syllabus supported with traditional values

Flexible study programme

Intuitive written examinations & practical continuous assessments

Multi-language = English + Language of Preference

