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MARCH 1st CRUISE IN COMPANY TO SALTBURN

It was about 09.40am as four yachts with their hardy crews left the lock heading for Saltburn by the Sea in, a brisk force 4 gusting 5 south westerly wind. The four yachts were; Kes, Wordrum, Kiss and Chenoa. The intention was to anchor off Saltburn and Alan Henderson would motor down in a Thundercat to take us all ashore for drinky poos in The Ship Inn. Keith on Wordrum got there first and dropped his hook (luckily it missed his foot by inches) then I anchored followed by Chenoa and Kiss.

We all had a fantastic sail down in good weather but a very chilly wind. We'd all just anchored when Alan arrived with Phil in a Thundercat (an inflatable catamaran with a huge engine on the back). They were both absolutely soaked and looked like something out of Star Wars with their black full face helmets and dry suits. They went ashore to see what the conditions were like, but came back even wetter having negotiated 2+ metre surf. That meant that the pub was out of the question! I suggested that Alan ferry everyone over to Kes and we'd have lunch and a drink on board. Eleven people later making a total of thirteen and my waterline having disappeared, we enjoyed a couple of beers and a bite to eat. Thirteen disturbed me a bit but no one would abandon Kes until Phil jumped in the water in his dry suit floating about with a beer in his hand, and we were back to the lucky dozen!

Lunch and drinks over, everyone was transported back to their boats, not soon enough for Keith in Wordrum whose anchor was dragging in the strong wind and heading for Whitby! Then we were all off and heading for Hartlepool and home in a north westerly meaning a long beat back, but still force a 4 to 5 giving some exciting and fast sailing. We all arrived back at the lock at about 15.00 hrs after a great day out (even though all my beer got drunk). I hope that we can get some other sail in company trips planned for the future. Thanks to those that took part and to Alan Henderson. I heard everyone thoroughly enjoyed themselves, and we all look forward to seeing more boats and crews take part in the future. This is the type of opportunity to sail that bit further than you might on your own but safely in the company of other boats.

Mike Fellows (Kes)

A collision took place recently just off the North East coast between a large red ship and a large blue ship, both crews were marooned!

A WOMANS POEM

Before I lay me down to sleep I pray for a man, who's not a creep
One who's handsome, smart and strong, one who loves to listen long
One who thinks before he speaks, one who'll call and not wait for weeks
I pray he's gainfully employed, when I spend his cash he won't be annoyed
Pulls out my chair and opens my door, massages my back and begs to do
more
Oh! Send this man who'll make love to my mind, knows what to answer to,
'how big is my behind'
I pray that this man will love me no end, and always be my very best friend.

A MAN'S POEM

I pray for a deaf mute gymnastic nymphomaniac with huge boobs, who owns
a bar on the marina and loves to send me sailing, fishing and drinking. I know
that this doesn't rhyme and I don't give a sh-t.
The End

LIFE BEFORE COMPUTERS

Memory was something you lost with age.
An application was for employment.
A programme was a show on the telly.
A cursor was someone that swore a lot.
A keyboard was a piano.
A web was a spider's home.
A virus was the flu.
A hard drive was a long trip down the road.
A mouse pad was where a mouse lived.
And if you had a three inch floppy? You just hoped that nobody found out!

A famous Formula one team fired their entire pit crew yesterday.' This announcement followed their decision to take advantage of the British government's 'Work for your Dole' scheme and employ some Hartlepool youngsters. The decision to hire them was brought about by a recent documentary on how the youths from Hartlepool were able to remove a set of wheels from a car in less than 6 seconds without any proper equipment, whereas the F1's existing pit crew could only do it in 8 seconds with millions of pounds worth of high tech equipment.

It was thought to be an excellent, bold move by the F1 management team as most races are won or lost in the pits, giving them an advantage over every other team. However, they got more than they bargained for! At the crew's first practice session, not only was the Hartlepool pit crew able to change all four wheels in less than 6 seconds within 12 seconds they had re-sprayed, re badged and sold the car to the McLaren team for eight cases of Stella, a bag of weed and some photo's of Coulter's bird in the shower.

THE TEN MOST POPULAR BOAT NAMES IN THE USA

Ten most popular boat names in America in 2008 were as follows:-
'Happy Ours' was the most popular beating the 2007 winner 'Black Pearl'. The list of the runners up was compiled by FirstBoat.com in collaboration with several other boating themed web sites.

In second place was 'Carpe Diem' which translates as 'Seize the Day', third was 'Aqua Holic' followed by 'State of Mind', 'Anchor Management', 'The Office', 'Feeling Nauti', 'Yes Dear', 'Sundance', and 'Serenity Now'. So if you are thinking about changing your boat name here are a few of the most popular choices!

A SHORT STORY

Once upon a time a guy asked a girl, 'Will you marry me?' The girl replied, 'No!' And the guy lived happily ever after. He bought a boat, sailed and fished, played golf and drank loads of beer and scotch, left the toilet seat up and farted whenever he wanted.

THE END.

ANALOGUE 'EPIRB' SWITCH OFF!

On February 1st 2009 the distress signal from any analogue EPIRB will not be tracked satellites – the 121.5MHz alerting system is to be switched off as the final stage of the changeover to digital technology on 406MHz takes place.

Anyone relying on the older style EPIRB will not be picked up by the search and rescue satellites leaving you at risk. The changes are being made because the more common 121.5MHz transmitters give out frequent false alerts which cause delays in the response times of the rescue services as they have to verify each individual signal.

As from February 1st 2009 the International Search and Rescue Satellite System known as **COSPAS / SARSAT** will cease monitoring 121.5MHz and 243 MHz beacons. In order for your EPIRB to receive satellite coverage in the event of an emergency, it will need to operate on the 406MHz frequency. A special Safety at Sea helpline is available for anyone that wants to know more on this important issue. It has been set up by Sartech Engineering on 08456 588445.

FREE TO GOOD HOME THE 38 FOOT YACHT 'HARMONY'

The yacht 'Harmony' is free to a good home. She is a 38 foot ketch by Bruce Roberts, she requires some major work but I've seen worse. She has some first class equipment and fittings and would make a cracking live aboard. The present owner has given up sailing and can't afford to keep her.

If you are interested please contact Allan Henderson (Marina Manager) on 01429 865744

MAN OVERBOARD!

Rescuing a crew member who has fallen overboard into the water, is an emotionally and physically-tasking job even in the best of conditions. Add some choppy water and night skies, and the rescue is virtually impossible. However, being prepared in rescue procedures gives everyone a fighting chance.

First, everyone on board should, **at all times**, wear an approved personal flotation device such as a life jacket. The life jacket should also be equipped with a pea whistle and safety line.

A blast from the pea whistle, which can function when wet, can pierce through any surrounding sounds such as wind, chop and running engines.

Whoever sees or hears the man overboard (MOB) is the one to shout 'man overboard'. The same person becomes the designated spotter and will maintain visual contact with the MOB as much as possible.

A lifebelt should be thrown over to the MOB immediately. Bring the boat head to wind to slow down and approach the MOB at 45 to 60 degrees off the wind. Throw a heaving line to the MOB and carry out the recovery on the windward side of the boat.

IF YOU GO OVERBOARD!

Maintain visual contact with your boat. Use your whistle to get the other members of the crew's attention and adopt a heat escape posture: **1** - hold your arms tight at the sides of your chest; **2** - press your thighs together and pull them up as close to the groin area as possible - this significantly reduces your body heat loss. Hypothermia can kick-in after 40 minutes in the summer and 20 minutes in the winter.

EFFECTS OF COLD ON THE HUMAN BODY.

Chilling wind, rain and perspiration can lead to life threatening drop in body temperature but before that you

feel miserable
don't perform to best
don't enjoy what you are doing
(No it's not marriage!)

If we understand why we get cold we will be able to protect ourselves and youngsters from the misery and dangers

As the body begins to lose heat faster than producing heat it reacts by trying to reduce the rate of heat loss, by restricting the circulation in the surface of the skin. You begin to feel the cold.

Continued heat loss, blood flow to the extremities will be reduced, giving you a sort of numbness and a reduction in coordination, strength and control, "I'm so cold my fingers are stiff."

Continued exposure closes down more systems, the blood temperature throughout the body is reduced and the brain is affected. Getting dangerous, so remember to dress warmly and try to keep dry, several layers are best as opposed to one single layer.

STROBE LIGHTS FOR SMALL CRAFT?

Navigation lights are very important, showing a number of things to other vessels. They show that a vessel is there, information on its course through the red, green and white lights and on the vessel itself big, small, at anchor, trawling etc. Flashing lights draw attention better than static lights, which are why the emergency services use them; also aircraft use an all white strobe in addition to their port and starboard lights and headlights. A flashing strobe light would be much better than the normal boat nav lights at saying, '**I AM HERE.**' Most American yachts have a strobe light fixed as standard at the top of their mast for emergency use or in fog.

They would seem to offer a clear improvement in safety at sea for small craft, so why can't they be used? (I've had one fitted for over six years, it's been used in anger on several occasions - and worked! How do I know this? Because I eventually contacted the vessels to find out their response, they all had visual of the strobe well before the red and green, giving them more time to respond, or alter course, or contact me to alter course.) In my opinion the most important thing for a small vessel is first to be seen by a larger vessel. Only after sighting does the action of the smaller vessel become important.

To avoid confusion with other flashing lights, hovercraft, lifeboats, police etc a defined flashing sequence for small craft could be adopted which shouldn't be a problem with modern electronics. The lights and shapes section of the Collision Regulations were probably drawn up in the age of oil lamps and could certainly do with a revamp in the interests of safety of small craft.

What do you think; someone must have a view on this issue? Editor

MARKING YOUR ANCHOR CABLE

Here's what I think is a great tip that I read sometime ago. It was to mark your anchor chain or line using the colours and the point value of snooker balls. Start with the white say at 10 metres (easy to see and you will probably not ever use less than 10 metres anyway) then go on every 10 metres with the yellow, green, brown, blue, pink and black that's a total of at least 70 metres.

In fact you would probably never see more than the brown, and you'll always have a good idea how much chain or line that you have out. It just seemed a very simple and very workable idea, as opposed to some of the other markings methods that I've seen or read about. Or adjust it to suit yourself.

Editor

REQUEST FOR SUPPORT IS A LOAD OF OLD RUBBISH

Glenys Thompson and Mike Fellows from Orcel Sea Training would like to ask berth holders to dig deep – into their garages, under stairs cupboards and lofts to find things that can be sold at a jumble sale to raise funds for their 2010 Tall Ships Race campaign. Anything that is in good condition e.g. bedding, clothes, bric-a-brac, DVD's and books etc. would be great. The only items that we can't use are electrical goods.

The actual jumble sale will be held on the 28th March at the **Owton Rossmere Resource Centre**. You can call Glenys on 01429 288123 and she will meet you at the Marina to collect your donated items.

Glenys Thompson set up Orcel Sea Training over a year ago which has gone from strength to strength and proven to be really successful so far. She has a dedicated team of committee members, adult volunteers and youth volunteers all working towards getting ready to participate in the 2010 Tall Ships Race. For more information why not visit their website www.orcelseatraining.com. They even have a campaign film which has been made by the Hartlepool College of F.E. and can be viewed on you tube. www.youtube.com/user/orcelseatraining.

What Orcel Sea Training Does

Using the medium of sail training we want to offer young people the chance to develop confidence, respect, responsibility, communication and team working skills. We hope that the participants will be motivated to turn their lives around and build themselves a successful future. We want them to be more likely to sit school exams and consider further education.

What we want to do

We want to enable 50 Hartlepool residents to participate in the 2010 Tall Ships Race. The majority will be aged between 15-25 years old and be from deprived areas of Hartlepool. We will encourage applications from people with physical disabilities and endeavour to facilitate their participation with the Jubilee Sailing Trust.

Glenys Thompson

Our lass has just started talking to me again after Christmas, I asked her what she wanted as a present and she said something with lots of diamonds in it. So I went out and bought her a pack of playing cards, it didn't go down too well!

Paddy, Mick and Seamus entered their local pub's weekly raffle and to their surprise, they each won a prize: Paddy a bottle of whiskey, Mick a large turkey and Seamus a toilet brush.

The next week, they met again in the pub and talked about their prizes. Paddy extolled the pleasures of his smooth Irish whiskey, while Mick reported that the turkey was the most delicious he had ever tasted. Seamus looked rather glum when asked about the toilet brush. 'it wasn't that great,' he said. 'I think I'll go back to using paper.'

MOORING UP YOUR PRIDE AND JOY

This is probably one of the most important skills to learn when owning a boat – yacht or motor. If you get it wrong you can end up damaging your boat and other boats, injure yourself and others. It also depends on the size of boat, number of crew, the amount of space to manoeuvre in, tides, volume of traffic and the wind direction and strength, which can make things a bit trickier.

The first thing is to explain clearly what your plan is for tying up and what you expect the crew to do. Safety is paramount, **NEVER** place a limb (that's an arm or leg) between the boat and the docking area and don't try to stop the boat with **ANY PART** of your body, it will certainly hurt! (Arms and legs etc are a very poor substitute for a fender). Have all lines ready and obviously attached to the cleats of the boat (I've seen crew with lines in hand nimbly jump off a boat to tie it up and not have the boat attached to the other end, resulting in quite strong language and naughty nautical terms) it would also help if the crew know how to make the line fast on the pontoon cleat properly and safely.

Usually the stern line is attached first or the mid ship line followed by the bow line, approach as slow as possible – remember you have **NO BRAKES!** If docking in a strange marina (and there's a few of them about!) don't be frightened to ask advice over the radio as to what side you require lines and fenders etc, and talk to each other, don't assume they've heard make sure. If it all goes pear shaped you may not be talking to each other for some time, but everyone cocks up at least once, some at least once a week but if no one's hurt and no damage done – what the hell – better luck next time.

Editor

KEEP A WEATHER EYE ON THAT GLASS

Keeping an eye on the glass, this is a very worthwhile practice to get into the habit of doing, (I don't mean your pint glass in the pub, that's another worthwhile practice!) I mean the trusty Barometer. That piece of scientific equipment that hangs up in most boats as nautical decoration.

The latest weather forecasts are all well and good but how often do you get caught out when a weather system increases more than was predicted by the met office? It pays to enter the barometer reading every hour, whenever you fill your log in or when the weather starts to deteriorate. As a yard stick only; if it falls eight millibars in three hours you're almost guaranteed a full force eight gale. If it falls five millibars in three hours it's certainly time to reef down and if possible think about somewhere to dive into until it passes as a force six will be imminent.

But don't forget that the same applies to a rising glass, but the conditions may not be with you for quite as long, but it's still worth preparing for it. **Remember, it's easier to shake a reef out than it is to put a late one in!**

SOME GOOD CLEAN FUN!

Three students doing a psychiatry lesson, the first one was asked, 'what is the opposite of joy?' she replied, 'sorrow.' The second student was asked, 'what is the opposite of depression?' he replied 'happiness'. Then paddy the third student was asked, 'What is the opposite of woe?' he replied, 'giddy up!'

I met this bloke with a didgeridoo and he was playing dancing Queen on it. I thought, 'That's Aboriginal.'

I went to a pet shop and asked if I could buy a goldfish? The guy said, 'do you want an aquarium?' I said, 'I don't really care what star sign it is.'

I went to the doctor; I said to him, 'I'm frightened of lapels.' He said, 'You've got Cholera.'

I was reading an interesting book today called, 'The History of Glue' I couldn't put it down!

This cowboy walks into a German car showroom and he says, 'Audi!'

I asked for a train ticket to France and the ticket seller said, 'Eurostar?' I said, 'Well I've been on telly a couple of times but I'm no Dean Martin.'

SOME MARINA NEWS

If you happen to lose your keys, phone or anything else that is metallic over the side into the marina then the marina can lend you a very powerful magnet to help retrieve the lost object. It will be free to borrow and use but a deposit and name will have to be left which will be returned on return of the magnet.

All marina security keys will be switched off in April prior to them being reprogrammed. Please look out for the notices as to the date that this will take place. Keys will be reprogrammed at the Marina Office.

The marina chandlery is fully operational. Nothing could be easier just. If the door is locked just call upstairs and a member of staff will open up Items not in stock can be ordered and in most cases back in 3 days. Berth holders receive 10% discount

Boat sales has been slow as has the whole market both National and International however some recent sales and has created some optimism in the market. For advice on brokerage and chandlery contact Shaun on 07951562570

Shaun has some prices not to be beaten on all types of antifouling, paints and anodes.

Allan Henderson