



# MARINA MATES



## ISSUE NUMBER 41 AUGUST 2008

### MARINA NEWS

On the 30<sup>th</sup> and 31<sup>st</sup> August the marina are hosts for the second year for the British Freestyle Jet Ski competition. This takes place over the two days with exciting activity in the water sports area. The RNLi will have information and their usual stalls; also the Hospice will be organising a raft race at 15.00hrs on the Sunday – so why not enter a team!

### SAILING'S FIVE MAIN PROBLEMS!

Statistics released show that mechanical failure is the main reason that yachts get into trouble and have to radio for help and assistance.

1. Engine failure, this included blown gaskets especially head gaskets, jammed starter motors and alternator failure.
2. Fuel problems, the main one was blocked filters, followed by contaminated fuel, dirt and debris in the fuel tank (blocking filters and fuel pipes) and running out of fuel (no excuse).
3. Engine management systems, the more sophisticated the system it seems more the problems. There's a lot to say for the KISS system (Keep It Simple Stupid)
4. Flat batteries (What shape should they be?) these account for many calls, not to the RNLi but to a marine breakdown company at the beginning of a season. Easy money for them, but why not take the battery home and charge it up prior to taking it back to the boat at the start of the season. This year your battery would probably still be at home as we all wait for the season to actually start!
5. Overheating, this is usually caused by a blocked water intake, faulty water pump or and impeller. Or even just forgetting to open the seacock for the cooling water to get through. (I've done that – but only the once!)

At the end of a season fill up your fuel tanks to keep the air and the dreaded bug out, disconnect your battery and take it home to be charged up and service the engine. These will certainly help you not to become another statistic.

## **TWO WEEKS IN GREECE ABOARD THE 52ft YACHT 'CECILY' JUNE 2008**

I met my crew at the airport gate  
Rose, Eileen and Norman my mate  
We joined 'Cecily' at old Corfu Town  
When the Harbourmaster came along with a dutiful frown  
He ordered us to anchor ten metres further away  
When we did this he said, 'That was ok'  
We set out for Sivota with my crew looking pale  
Hoping for sun and a bluddy good sail!  
When we got there, there was only one place  
So I moored her up in a 'Cecily' size space  
Our next port of call was a place called Lakka  
Its waters were turquoise a right little cracker  
We stayed for two days then sailed to Gaios  
Tied up to the quay and created some chaos  
A restricted area, but I didn't know  
I thought we'd have to weigh the anchor and go  
We were then told it was ok and that we could stay  
So that's what we did and for an extra day!  
Then Mongonissi was our next place to stay  
When we sailed in, it took your breath away  
What a truly fantastic picturesque place to be  
It was hard to believe it was joined to the sea  
It's was more like a lake with a soft sandy beach  
Also the Tavernas were in very handy reach  
We had sun and then torrential rain  
But you know that the sun would come out again  
Platarias is the next port on the chart  
Had a great sail even though not far apart  
What a great place but it has old anchors galore  
But we dropped ours alright and we all went ashore  
The Spanish yacht next to us ended its stay  
But as they left they dragged our anchor away  
We had to re anchor and start all over again  
We hope that no one anchors alongside and then does the same  
Loads of old anchors that were all in a wrap  
With chain and rope and all kinds of crap  
We left the next day all well and good  
Our very large anchor was secured only in mud!  
The last port of call was Igoumenitsa Bay  
What a fabulous place for our last stay  
We all went ashore for a nice cold beer  
The crew couldn't believe that the end was near  
This was an anchorage that was full of 'crackles'  
It scared the girls and raised their hackles  
They renamed it and called it 'Crackling Bay'  
Such an idyllic place but it was their last day



Corfu Town appeared and the end was in sight  
As we anchored up in the bay for the crews last night  
Then the heavens opened with thunder and lightening  
It was so intense that it was quite frightening  
It was the last day in Greece for this 'mottely' crew  
But I was staying on for another week or two!

**Mike Fellows 2008**

## **OFFSHORE WIND FARMS**

These seem to be popping up all over the place; Redcar is the latest in our area. Are these monstrosities just a token green charade where it's good to be seen to be doing something even if it doesn't work?

How many times do you see them on land in a decent breeze and they aren't turning? According to the technical press the greatest power is from Force five winds. Below that, not very much power is generated and above that, although the power generated is increased, it soon reaches a point where the wind is too strong for the turbines to be used.

Then there's the cost of producing and erecting them on and offshore, I would imagine that that is quite a large carbon footprint in itself. What is the life span of a turbine and what do you do with it at the end of its life? The offshore ones will probably be too expensive to dismantle and will be left to rot and collapse back into the sea. Has anyone else any thoughts on this issue or is it only me being a Grumpy Old Man?

## **WEAR YOUR LIFELINE (THE REASON IS IN THE NAME)**

The RNLI is very keen to encourage the wearing of lifejackets at all times, this shouldn't be a problem these days as they are compact and you hardly know that you have one on. This is especially important at night, for non swimmers, children, and anyone who wants to feel more secure. Also travelling to shore and back in a dinghy, especially back after a couple of drinks!

But what should also be stressed is the use of personal safety lines and permanently installed and regularly checked jackstays to reduce the possibility of a man overboard situation. This is now very easy with most lifejackets having integral harness attachment points, or failing that a separate harness can be worn.

A man overboard when working on deck is much more likely to happen than the boat suddenly sinking. In a perfect world you should be able to reach all parts of the boat from the end of your lifeline without unclipping, or use a lifeline with double clips so that you are connected to the boat at all times. Roger Oliver, a good friend of mine ( who writes in the PBO), has a lifeline that reaches from the cabin to the forepeak, so that in bad weather he is attached at all times but can also reach every part of the boat. Any comments on this or any other subject, please write in?

## **WISE CHINESE TYPE PROVERBS**

*Man who run behind car get exhausted*

*Man who run in front of car get tired*

*Man who drive like hell, bound to get there*

*War does not determine who is right, war determines who is left*

## **COLD SHOCK**

Cold shock can occur whenever you fall into cold water i.e. The North Sea.

You start to gasp for air (hyperventilating). Not only could this let water into your lungs, but rapid breathing expels so much carbon dioxide that you could black out.

Water absorbs heat twenty four times faster than air, so blood flow to your exposed arms and legs will be reduced, to preserve heat in the body's core.

Consequently your blood pressure shoots up and your heart rate can double. This can be alright in a fit person, but if you aren't that fit and your arteries are furred up, it could result in a severe heart attack or stroke.

Frightening figures show that 66% of people who drown are good swimmers and 55% are within ten feet of a safe refuge – so the effects of 'Cold Shock' should not be underestimated. Just because you think that you are a good strong swimmer doesn't mean that you will be safe.

The good news is that the effect doesn't last long. If you can keep afloat for even a few minutes (easy with a lifejacket on) your body will acclimatise and settle down. You won't be able to coordinate breathing and swimming for the first minutes but after that you should be able to help yourself – though any actions requiring fine dexterity such as deploying a location beacon, spray hood or light should be done early before the hands get too cold. The knowledge gained on a RYA Sea Survival course may help to save your life. To find a course in your area; Tel: 08453450400.

## **ROGUE WAVES**

Tests carried out in the North Sea by scientists have detected groups of waves between 8-15m high. Until recently, many seamen simply did not believe in the existence of 30m tall monster waves. However European Space Agency satellite pictures and oil platform measurements seem to be suggesting that the 'impossible waves' could be possible. So let's be careful out there!

## **THAT SINKING FEELING!**

The flow of water through a hole is directly proportional to the fourth power of the radius of the hole. For example, a two inch hole will let in four times as much water as a one inch hole. If the hole letting in the water is bigger than the smallest part of the bilge pump pipe work, you will most certainly sink unless you can make the hole smaller.

At a depth of three feet, a hole just one inch in diameter (sea-cock size) is estimated to let in 34 gallons of water a minute. Over an hour, that amounts to 2,040 gallons which is quite a few bucket full's! So always carry some soft wood bungs to plug the hole or to reduce the size of the hole or buy an 'Etap' unsinkable yacht!

## **THE PHANTOM YACHTMASTER**

We had planned to sail our Bavaria 37 to the Med but time constraint stopped us. Rather than wait another year, we decided to use a delivery skipper and ran an advert on a well known crew finder's website.

Amongst the replies was one from an RYA Yachtmaster with wide delivery experience. After exchanging emails and phone calls I asked for references and received a list by return.

One was a well known UK delivery company which I contacted. They were strangely reluctant to talk about the man beyond saying they knew of him. Fortunately that was enough to start the alarm bells ringing. My next call was to the RYA, which confirmed that our prospective skipper held a VHF certificate but there was no record of any other certificates issued by the RYA. When I emailed the applicant, asking for a copy of his Yachtmaster certificate he replied saying that, 'he was no longer available to deliver our yacht'.

The mind boggles at the thought of our pride and joy crossing Biscay in the hands of a man only qualified to use a radio. The moral of the story is to be suspicious and make checks. Genuine applicants won't be offended. We eventually got a first class skipper and crew called Carl from Gibraltar and a crew of two, Les from London and Mike Fellows from Hartlepool marina. Christybelle was delivered to Gibraltar from Hartlepool on 25th September 2007 safe and sound and without any major incidents.

**Alan Jones (Christybelle.)** To read a full account of the trip log onto [www.sailtales.com](http://www.sailtales.com)

## **BRAVE MAN JOKES**

***When she starts a sentence with 'A man once told me...'***

I married a Miss Right.

***I just didn't know that her fist name was Always!***

What is the difference between a battery and a woman?

***A battery has a positive side.***

What are the three fastest means of communication?

***Internet ,Telephone, Telawoman.***

## COMMENTS FROM A NEW MEMBER OF MARINA STAFF

I have been asked by Mike Fellows to pen a short article about my observations and feelings regarding my appointment to the Marina team. Compared to my colleagues I could be referred to as the sprog both in length of service and experience. I would like to make comments in two areas, **procedures** and **people**. My procedural training was given by Bob Toulmin a hard task master who never missed anything, even when he was looking the other way.

Bob was one of the most disciplined and professional individuals that I have ever worked with. His appearance, bearing and knowledge made him a great ambassador for the Marina. Bob earned the respect of most berth holders; was always ready to give good advice or help in any situation and was particularly helpful to our foreign visitors. Sadly he has recently retired. I have heard that a four year old child could easily manage the procedures required by the lock operatives. Well, if that is the case, I am definitely entering my dotage, because it has taken me four months of extremely hard work to get to the standard that I am at the present time and wouldn't class myself as totally competent by far.

One would think that being a Marina operative would be just a matter of throwing a couple of switches to open or close the inner and outer lock gates, and that would I suppose be correct, if you didn't have to take into consideration vessels approaching from the sea or approaching the lock from their berths, or even vessels inside the lock. Account must also be taken of the speed that the lock sluicing systems perform and the added important consideration of pedestrians wandering across and through the lock pedestrian gates. Many a boat owner using the lock must have wondered what the hell is going on when the gates are performing their sluicing operations, something over which the operative has no control.

Radio competency is absolutely vital regarding communications with the vessels approaching the Marina and also those inside ready to leave their berths. To achieve this competency the operative must attend a VHF course and be successful in gaining a certificate of competency in radio procedures. Another necessary skill is predicting water levels in the outer channel by the use of computer generated curves enabling the operative to give instant advice to outgoing and incoming vessels using the channel. Another vitally important function of the operative is to be able to provide berthing facilities for our own people who have all sorts of different requirements and of course visiting craft. This function can be a logistical nightmare, as we have a computerised fob key monitoring system which needs constant updating and amending. At the front desk thousands of pounds of berthing fees and other payments are taken and recorded by using the bank card machine and electronic till. Many or all of these tasks mentioned often have to be carried out at the same time, resulting in the operative working under great pressure.

One of the things that bother me personally is the numbers of people that gather in the lock control area. It is nothing unusual to have five or six people

laughing and joking in the background when you are trying to concentrate on a busy lock. It is difficult enough to hear what is being said on the radio without missing the names of incoming or outgoing vessels without these distractions. I have previously had as many as ten people stood around me blocking my vision of the inner and outer lock gates. This is, in my opinion a working area and not a communal meeting place.

I have been with the Marina for four months but previously spent nearly thirty years in the Fire Service as an operational fire officer. This experience gave me a complete respect for all safety aspects. However, watching some of the vessels leaving the Marina without radios, and some crews (in some case families) leaving the Marina without lifejackets, gives me great cause for concern and is a disaster waiting to happen. Just a few days ago one of our berth holders came into the lock control office and told us as he stood there dripping water onto the floor of the office, that he had just been washed overboard without a lifejacket. He said that it happened so quickly he could do nothing about it and he thought he was lost. Fortunately, in this case, his son was able to grab his trouser leg and help him aboard again. When asked if he had learned anything from his experience he remarked that he would never again go to sea without wearing a lifejacket. I am also surprised at the number of boats which leave the Marina without the name of the vessel being displayed; this is not only difficult for the lock operative keeping records but may prove to be dangerous in the event of an accident at sea.

Working on the Marina is like working on a large holiday caravan park albeit a floating caravan site. Usually the berth holders and their families are in a happy friendly mood. It is unusual to witness any animosity with each other or with members of the Marina staff. The Marina operatives try their level best to help in anyway possible to make the berth holders or visitors stay enjoyable. One way is maintaining the electrical supply to the pontoons; additionally our boatyard team provide lifting facilities when required for major or minor works on their vessels.

The Hartlepool Marina is without doubt a flagship for Hartlepool and Teesside and with the Tall Ships coming to Hartlepool in 2010, if successful, will put Hartlepool well and truly on the map. Personally for me, working on the Marina is a pleasurable experience as I have made many good friends amongst the berth holders and in the shops, bars and restaurants along the quayside. The place is literally teeming with characters of all persuasions. I am extremely lucky in working with such a good team of men and women (Janet and Angie our admin team) and of course the boss Allan Henderson and I hope I will be here for many years to come.

**Ray Swales.**

## **UK WEATHER**

In deference to the Archbishop of Canterbury, and The Royal Commission for Political Correctness, it was announced today that the local climate should no longer be referred to as 'English Weather'. But rather than offend a sizeable portion of the population, it should be referred to as 'Muslim Weather'. In other words ... partly Sunni, but mostly Shi'ite.

## SOME FUNNIES TO BRIGHTEN UP YOUR SUMMER

A young blonde goes to her local pet store in search of an exotic pet. As she looks around the store she notices a box full of live frogs. The sign says, '**Sex Frogs! Only £20 each! Comes with complete instructions.**' The blonde excitedly looks around to see if anybody's watching her, she whispers softly to the man behind the counter, 'I'll take one.' As the man packages the frog, he quietly says to her, 'Just follow the instructions.'

The blonde nods, grabs the box and is quickly on her way home. As soon as she closes the door to her apartment, she opens the instructions and reads them very carefully and does exactly what is specified.

- 1. Take a shower.**
- 2. Splash on some nice perfume.**
- 3. Slip into a sexy nightie.**
- 4. Crawl into bed and place the frog down beside you and allow the frog to do what he has been trained to do.**

She then quickly gets into bed with the frog and to her surprise nothing happens! The blonde is very disappointed and quite upset at this point. She rereads the instructions and notices at the bottom of the paper it says. '**If you have any problems or questions, please call the pet store.**' So the blonde rings the pet store. The man says that he will be straight over. Within minutes the man is ringing her doorbell. The blonde welcomes him in and says, 'See, I've done everything according to the instructions and the damm frog just sits there.' The man looking very concerned picks up the frog, stares into its eyes and sternly says, 'Now listen to me frog! I'm only going to show you how to do it one more time!'

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A Hartlepool sailor was drinking a bit too much for his own good (his wife's thoughts, not his). He often frequented the Smallies and also indulged on his boat of his favourite tipple, whisky. His wife came up with the idea of an experiment to show him the error of his ways. One evening at home she took two glasses, put water in one and whisky in the other, she then took a garden worm and dropped it into the water – it lived! She then dropped it into the whisky – it died, very pleased with herself she said to her husband, 'Well what does that just go and prove to you then?' He replied, 'If I drink whisky I won't get worms!'

An eighty year old man goes for a physical. All tests come back with normal results. The doctor says, 'George, everything looks great. How are you doing mentally and emotionally? Are you at peace with God?' George replies: 'God and I are tight. He knows that I have poor eyesight, so he's fixed it so when I get up during the night to go to the loo – poof! The light goes on. When I'm done, poof! The light goes off.' 'Wow, that's incredible.' Says the doctor.

A little later in the day, the doctor calls George's wife. 'Ethel,' he says, 'George is doing fine! But I had to call you because I'm in awe of his relationship with God. Is it true that he gets up during the night and poof! The light goes on in the bathroom, and when he's done, poof! The light goes off?' 'Oh my God!' Ethel exclaims. 'He's peeing in the fridge again!'