



MARINA MATES



ISSUE NUMBER 43 CHRISTMAS EDITION 2008



MARINA ANNOUNCEMENTS

Just in time for Christmas

We have on site below the lock office a chandlery shop just opened with some not to be repeated opening and pre Christmas offers. From now until 1st Jan 2009 - **20% off all marked prices.**

There are some attractive clothing deals not to mention usual chandlery items including paints and anti-fouls. Non stock items can usually be supplied within 3 days. **We will be *Open 7 days per week***

Pre Christmas berth holder party hosted by the Marina On board MV Ella Saturday 13th Dec 7pm onward

- Tickets only £5 which includes
- Complimentary drink
- Entry to raffle with spectacular prizes
- Entertainment from the incredible Moonbeams

Tickets are limited to 2 per boat on a first come first served basis, and are available from the lock office.

Modular Docking

RIBS, jet skis or small boats now have a new an innovative home. No need for trailers, antifouling, costly hull deterioration, or eroding of anodes. Check out our new docking system on F pontoon. 10% discount for existing berth holders.

**'WISHING ALL OUR READERS
A VERY MERRY XMAS'**

TOO DAFT TO LAUGH AT?

A drunk goes into a pub on Church Street and sees a jar filled with £20 notes on the bar. The barman explains that it costs £20 to enter the pub competition; all he has to do is three things. First knock out the other barman who is a huge seven footer and 18 stone. Second; there is a vicious 13 stone Rottweiler in the back yard with toothache and he must extract the tooth. Thirdly; there is an old prostitute upstairs who has never had an orgasm, and he must sort her out.

'I'll have a go,' says the drunk. He walks up to the huge barman and BANG knocks him out cold. He then goes to the yard and there's all sorts of barking, yelping, howling and the like – the poor dogs agony is unbelievable. After about half an hour the drunk returns and says. 'Right that's that, now where's this old prostitute with toothache.'

THE WONDERS OF MODERN MEDICINE

An Israeli doctor said, 'Medicine in my country is so advanced, we can take a kidney out of one person put it in another, and have him looking for work in six weeks.'

A German doctor said, 'That's nothing! In Germany, we can take a lung out of one person, put it in another, and have him looking for work in four weeks.'

A Russian doctor said, 'In my country medicine is so advanced, we can take half a heart from one person, put it in another, and have them both looking for work in two weeks.'

The English doctor, not to be outdone, said, 'Hah!. We can take an arsehole out of Scotland, put him in 10 Downing Street and have half the country looking for work within twenty four hours.'

THIS WAS WRITTEN BY A BLACK GENTLEMAN IN TEXAS. WHAT A GREAT SENSE OF HUMOUR AND CREATIVITY!

When I was born I was **BLACK**
When I grew up I was **BLACK**
When I went in the sun, I stayed **BLACK**
When I got cold I was **BLACK**
When I was scared I was **BLACK**
When I was sick I was **BLACK**
And when I die I'll still be **BLACK**
NOW you 'white folks'
When you're born you're **PINK**
When you grow up you're **WHITE**
When you go in the sun you get **RED**
When you're cold you turn **BLUE**
When you're scared you're **YELLOW**
When you're sick you turn **GREEN**
And when you die you turn **GREY**
AND THEY CALL US COLOURED FOLKS!

A RARE OPPORTUNITY NOT TO BE MISSED!

Harry (lock keeper) and Gary (hoist man) are going to set up a boat spotting club; and are planning day trips to various ports spotting unusual boats and keeping records of them. To join all you will need is a camera, binoculars, note book and pencil, a tartan thermos flask and an anorak in case of inclement weather. The person that spots the most boats at the end of the year (must be all different types) will win an all expenses paid trip to spend the night over looking Paddys Hole at Teesmouth. If you are interested in joining this very interesting club, contact Harry who is the senior boat spotter at the marina office or why not call in to see him for a cup of tea and an informal chat, or contact Garry in the boat yard. They'll be able to show you numerous interesting photographs from their tours to various ports over the years in the UK and answer any questions that you may have on the subject.

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40 gypsies arrive at the Pearly Gates in their Transit vans and caravans. St Peter goes to the gate house and phones God saying, 'I've got 40 travellers here can I let them in?' God says, 'We are over the quota for Pikeys, go and tell them to choose between them which are the 12 most worthy and I will let the dozen in.'

Less than a minute later St Peter is on the phone to God again. 'They've gone.' He tells God. 'What?' says God, 'All 40 of them?' 'No the f---ing gates!'

LIVE ABOARD

In 1952 Maurice Griffiths wrote, 'Two people can live all the year round aboard a well appointed small cruising yacht, with as much convenience and comfort as in most small bungalows.' Times have changed. Either bungalows have improved beyond all recognition or people are very different. For in my experience, small boats can cause big arguments. But unlike a bungalow or a house, where you can slam the door and run off, such gestures at sea are futile. Both parties are trapped; they must work through the problem or perish. Even in a modest bungalow one has a sense of freedom, on a boat, everyone is mutually dependent. One person's untidiness contaminates everything else, a lack of personal hygiene is a matter of 'public' concern. The barriers are down, there's nowhere to hide. So life afloat calls for a compromise. It may not be easy; it might not even do you any good – at least, not until you get home.

After the trials and traumas of a claustrophobic cruise a bungalow or house is sheer bliss.....

What do you get if you cross the Atlantic with the Titanic? ---- About half way.

What do you call a Hartlepool lass in a white tracksuit? ---- The bride.

What is a Zebra? Twenty five sizes larger than an A bra.

Beaufort Scale Hartlepool style

Force	Description	State of sea Effect on land	Probable wave height Average speed in knots
0	Calm	Like a mirror Industrial pollution rises vertically	0m 00 kts
1	Light Air	Ripples like scales are formed Industrial pollution indicates wind direction	0m 02 kts
2	Light Breeze	Small wavelets, not breaking Middlesbrough pollution reaches Hartlepool	0.1m 05 kts
3	Gentle Breeze	Large wavelets, crests begin to break Pollution washes onto the beach	0.4m 09 kts
4	Moderate Breeze	Small waves grow longer, frequent white horses Empty beer cans and coke bottles begin to roll	1m 13 kts
5	Fresh Breeze	Moderate waves with more pronounced form Flat caps and syrups begin to lift and fly.	2m 19 kts
6	Strong Breeze	Large waves forming, probably some spray Winos and junkies begin to seek shelter	3m 24 kts
7	Near Gale	Sea heaps up, white foam blown in streaks on surface Stolen cars are difficult to set on fire	4m 30 kts
8	Gale	Moderately high waves. Foam streaks well formed Smoking shelters become less popular	5.5m 37 kts
9	Severe Gale	High waves with tumbling crests, spray Structural damage/improvements to town buildings	7m 44 kts
10	Storm	Very high waves, sea white with foam, spray Crime plummets as burglars/shoplifters stay in bed	9m 52 kts
11	Violent Storm	Exceptionally high waves, sea covered with foam Pigeons begin to break the sound barrier	11 m 60 kts
12	Hurricane	Air filled with foam and spray, visibility very poor Marina staff begin to stir in their chairs.	14m 60 kts+

GOVERNMENT ANNOUNCEMENT

The government today announced that it is changing its national symbol to a **CONDOM** because it more accurately reflects the government's political stance. A condom allows for inflation, halts production, destroys the next generation, protects a bunch of pricks and gives you a sense of security while you're actually being screwed. ***Damn, it just doesn't get any more accurate than that!***

UNITED KINGDOM AND IRELAND CIRCUMNAVIGATORS GUIDE by SAM STEELE

A circumnavigation of the UK and Ireland is the perfect 'doorstep' challenge for sailors and motor boaters looking for an extended cruise which doesn't take them too far from their family and responsibilities and also easily allows them to keep in touch. It doesn't require extended time off work, no problem with currency exchange or linguistic ability if things go wrong, ships papers and passports - and the coastline is truly beautiful!

This book is a practical guide and Sam gives advice on the planning and preparation: when to leave, whether to go clockwise or anticlockwise, what charts are needed, how much it is likely to cost, possible routes (via canals or 'the long way'), what stores and equipment are needed, likely pitfalls en route, and what types of running maintenance might be required. '**UK and Ireland Circumnavigator's Guide**' is sure to appeal to all those sailors and motor boaters dreaming of one day circumnavigating Britain's beautiful islands and having the adventure of a lifetime, and a never to be forgotten experience.

Samantha can be contacted on Samanth.Steele@nokia.com or the book can be purchased through Amazon Books on the net for about £13.00 or cheaper.
Mike Fellows

A BIG THANKYOU

I would just like to take this opportunity to thank the crew of the yacht '**Nordic Lady.**' I was out sailing in early November, a lovely day but with a 1.6 metre swell running (as shown on the machine in the lock office) it had been a good day with some good sailing, I'd headed due east then turned south in the brisk westerly wind before heading back to Hartlepool. I started my engine and dropped the sails, called up the marina for a lock in and headed in. Then the engine began to loose power, then pick up then die then it totally died. I couldn't sail in as it would have been right on the nose with no room for tacking once between the outer piers. I called up the only other boat out at that time as it was coming in dark, and that was the yacht 'Nordic Lady' I asked them if they could possibly tow me into the lock, which they readily agreed to. They passed me a line (the thought of them claiming salvage rights never crossed my mind!) and they skilfully towed me into the lock.

Once in the lock Terry one of the Marina staff was on the pontoon to take my stern line to slow me down and I tied up. I thanked the crew off 'Nordic Lady' and they carried on into the marina. Luckily for me Stu the fitter was about, to give me a hand. It was obviously fuel, probably caused by the severe motion whilst out sailing which disturbed some sediment. The first filter was totally blocked and the fuel pump wasn't pumping. I went and got a new in line filter while Stu stripped the pump down and cleaned it up. We fitted the new filter, bled the system and made our way to my berth and tied up. So another big thanks to Stu as well! In issue 41 I had done an article on reasons for breaking down at sea – I should have read it more thoroughly! I always carry at least two large fuel filters and two small fuel filters; I now carry two inline filters as well – **lesson learned! Mike Fellows (Kes)**

BARGAIN MOORING? - BE WARY - BE VERY WARY!

Dear Sir,

I write with regard to your yacht 'Shy Talk' which was purchased from us and subsequently left on one of our fully serviced swinging moorings. I have enclosed the invoice for the above and have written to clarify the extra charges that appear.

Firstly you will be aware of the gale force 5 which swept this area the night before last? At 19.30hrs our night watchman went up to 'The Jolly Wrecker' a pub with a fine selection of cask conditioned ales, to check that everyone was safe in the building. While there, in the interest of maintaining good relations with the landlord he stopped for a couple of pints, but ever mindful of his duty he elected to drink them in the chair furthest away from the fire, as from there, by craning his neck he could overlook the moorings. While so engaged he noticed that your yacht appeared to be dragging. This in itself was of course no real cause for concern as most boats in our care tend to do so at some time or another and it is considered to be quite normal!

Your boat appeared to stop dragging about 30m downwind of the red and white '***Danger Underwater Power line***' signs. It was at this point that witnesses claimed to see a huge white flash closely followed by the blacking out of three neighbouring villages. While most people saw the funny side of it all, I felt it my duty to include the lost takings from 'The Jolly Wrecker' with our bill, particularly as the local five a side shove ha'penny league were hosting their Steak Night and AGM. At this point I should point out that we had to give your name and address to the local electricity board. While the above may have come as a bit of a shock, I must point out that such occurrences are very rare and can only add to the adventure of sailing.

While we think on, we also gave your address to some people from the Environmental Agency who are down here investigating the finding of some 2000 electrocuted fish and over 300 part cooked wildfowl, many of which were the very rare Marsh Godwit. Unfortunately the sudden release of 750,000volts melted the mooring chain which in all fairness we have invoiced you for, as well as causing 'Shy Talk' to burst into flames as she drifted rapidly downstream showering sparks in all directions. While not an immediate danger to shipping, the sparks did manage to start fires in no less than seven thatched cottages along the river bank. While no people were hurt, a colony of rare Pipistrell Bats was cremated and the RSPCA as well as the affected homeowners have taken your details.

At about 20.15hrs the gas bottle aboard 'Shy Talk' exploded, pieces of which struck the police helicopter, luckily both pilots managed to scramble to safety as it crashed onto the main road in front of the fire engines on their way to deal with the various fires in the area. During the confusion the seven thatched cottages burnt to the ground. The police and fire service have taken your address. Despite the explosion removing most of her top side Shy Talk remained afloat, and blazing, she made a noble sight that was reminiscent of

a jig-saw I had as a child depicting Drakes use of fire ships. She finally fetched up against a wooden dock that serves the fertiliser plant.

The plant, having just been rebuilt had a state of the art fire protection system installed that should have alerted the authorities and extinguished the fire. Unfortunately the entire system was run from the national grid via a cable that crosses the river just up from your mooring. The resulting bang when the fertiliser tanks exploded broke windows over an area of some 16 square miles, and is thought to be responsible for the engine out of your boat being found some 4 miles away embedded in a roof. The bad news being that before it could be recovered some one stole the Dyno-start, which in my view may be very difficult to replace. We have also billed you for the storage of Shy Talk's iron keel and engine block, and look forward to receiving your remittance by return post. If we can be of any future assistance please be assured of our prompt service. **Mike Shepherd**

A SAIL INTO WHITBY!

The diesel engine refused to start – an air bubble in the system again! No one about to ask for a tow into Whitby – a north wind blowing so we should be able to sail into the harbour without too much trouble. Main and gib were well set, a good run to the top of the lower harbour, past some yachts moored against the dredger 'Esk' waiting for the bridge to open. A tack to starboard between two large trawlers and we lose the wind, but the momentum and a lively light displacement boat ensures a turn to get us back into the central stream of the harbour again.

A sudden gust funnelling under the bridge takes us almost to the dredger – but too quickly! A bellow of 'Fend Off' has heads popping out of cabins on all the moored yachts. One slight mishap as we grabbed at a boat, the nav light sheered off – a visitor at that! Apologies were given and promises to pay for any damage, name given with a request for the bill to be handed in behind the bar in the Yacht Club. The air bubble bled itself out just in time to go through the bridge to our own mooring under our own steam, so to speak.

That night in the club, the bar bell rang – only done so to give out important information. A long time member called everyone's attention. He said how wonderful we were to practice sailing into Whitby in case we ever had to do so in an emergency – whereas none of the other club members had ever tried it and were completely foolhardy for not doing so. How embarrassing!

As soon as we were able and of course we didn't want to 'leave egg' on the face of the informer (that's our excuse anyway) we quietly told him the truth.

Anonymous.

WHY?

Why do men want to marry virgins? They can't stand criticism

Why is it so hard for women to find men that are sensitive, caring and good looking? Because those men already have boyfriends.

Why is divorce so expensive? Because it's worth it.

Why is there no Disneyland in China? No one's tall enough for the good rides.

Lesley and her husband went for counselling after 37 years of marriage. When asked what the problem was, Lesley went into a passionate, painful tirade listing every problem they had ever had in the 37 years they had been married. She went on and on; neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, and an entire laundry list of unmet needs she had endured over the course of their marriage. Finally, after allowing this to go on for a sufficient length of time, the therapist got up, walked around the desk and after asking Lesley to stand, unbuttoned her blouse, embraced her, put his hands on her breasts, and kissed her passionately as her husband Barry watched with a raised eyebrow. Lesley shut up, buttoned up her blouse, and quietly sat down as though in a daze.

The therapist turned to Barry and said, 'This is what your wife needs at least three times a week. Can you do this?' Barry thought for a moment and replied, 'Well, I can drop her off on Mondays and Wednesdays, but on Fridays, I go sailing, 'Can you pick her up!'

There was once an Indian who had only one testicle and whose given tribal name was 'Onestone.' He hated that name and asked everyone not to call him Onestone ever again. After years of torment, Onestone finally cracked and said, 'Anyone that calls me Onestone again I will kill them!' word got around and nobody called him that name any more.

Then one day a young squaw named Blue Bird forgot and said, 'Good morning Onestone.' He jumped up, grabbed her and took her deep into the forest where he made love to her all day and all night, he made love to her all the next day until Blue Bird died from exhaustion. Word got around that Onestone meant what he promised he would do. Years went by and no one dared call him by his given name until another young squaw named Yellow Bird returned to the village after being away, Yellow Bird who was Blue Birds cousin was overjoyed when she saw Onestone, she hugged him and said, 'Good to see you again Onestone.'

Onestone grabbed her and took her deep into the forest where he made love to her all day and all night, then all of the following day and night but Yellow Bird wouldn't die. Why because everyone knows that you can't kill Two Birds with Onestone!!!!

A thief that stole a calendar from Smiths got twelve months.
At Tesco's dead batteries were being given away free of charge.

SAILING TIP

About 18inches of line is all that is required. Tie one end securely to the first reef cringle and form a bowline in the other end around the topping lift (so that it can slide freely up and down the topping lift) when the main is dropped the line holds the sail forming a bag effect along the boom. Roll the remainder of the sail into the formed bag and secure with ties...it's neat and it's quick.

STRANGE!

It is possible to sail two hundred miles out into the Atlantic Ocean and still remain in fresh water, by sailing from the mouth of the Amazon River, which discharges over a million cubic feet of water a second into the sea. Ships far out at sea used to stock up with fresh water from this current – sometimes two hundred miles from land.

The coldest place on earth is neither the North nor the South Poles, but Verkhovank in Siberia, where a temperature of 100.5 degrees below zero has been registered. The North Pole is about 60.5 below while the South Pole often reaches 70.5 below. North Dakota has also registered 70.5 below. (I think Hartlepool reached these figures this Summer)

Waves do not actually travel in spite of appearances. The water only moves up and down, it is the force that travels.

Sailmike.com Mike Perham Age 16yrs

At the age of 14 Mike became the youngest person ever to sail across the Atlantic Ocean single handed.

His latest challenge (Adventure) is to become the youngest person to sail single handed and unassisted around the world. Mike's boat is a fifty foot Open racing yacht called 'Totally Money.com'. The trip will cover 21,600 nautical miles taking Mike across the equator and every single line on longitude on the earth's surface and taking him about four and a half months to complete. The adventure started on 17th November 2008 and will probably finish in April 2009.

Mike is hoping to raise £24,000, £1.00 for each mile travelled in aid of two charities, 'Save the Children Fund' and the 'Tall Ships Youth Trust' which gives deprived children the opportunity to experience sailing. Follow his adventure on his web site Sailmike.com

RECIPE FOR ANTI-FOUL or FOR DISASTER?

A recipe in '*Cassels House Decoration*' 1910 for a slate coloured antifouling paint for yacht bottoms; Take 14lb of plumbago (black lead), 14lb of French chalk, 3lb of arsenic (white), 84lb of common resin, 14lb of zinc white, 1 gallon of oak varnish, 4lb of hard soap and 9 gallons of Pratt's deodorised naphtha.

Method- Place the chalk, arsenic, zinc white and plumbago in a tub, melt the resin in a suitable vessel allow it to cool down to 100 degrees F and slowly add the naphtha stirring continuously. Pour this mixture in the tub, stirring well during the operation. The hard soap is melted over a fire and poured into the mixture together with the varnish. It is allowed to cool down and then thinned by mixing in more naphtha. For any colour other than slate use suitable pigments that have a good body or strong staining power. Once the antifoul is applied to the vessel it dries hard with a bright surface and is a good preservative against weed, barnacles etc.

S.S Philanderer

World-wide Tramp Ships Ltd
Panama

Memorandum

From-----The Master

To-----Marine Superintendent (World-wide Tramp Ships)

Copy to----- (1) Lloyds-London

“ “----- (2) Shipping Federation (Vacancies Dept)

“ “----- (3) Registrar General, Masters & Mates (Certificate re-validation **Dept**)

“ “----- (4) Marine Accident Investigation Bureau

Dear Sir

I write in haste in order that you consider an incident currently affecting my ship in its proper perspective before you form any preconceived opinions from reports in the media, for I am certain they will tend to over-dramatise the affair.

We had just embarked the Pilot and a young cadet returning from the “monkey island” after changing the “G” for “H” flag was having difficulty rolling up the “G”, I require a pilot flag. I was in the process of instructing this youngster how to fold a flag and instructed him to “let go” the end. Although willing he is a little on the slow side and I had to repeat my instructions a little louder and shouted “Let go” !

The first Mate who was in the chart room at the time overheard my instructions and assumed I was referring to an anchor and instructed the third Mate on the Fo`cle head via the intercom to immediately “let go” the port anchor.

The effect of dropping the anchor at some 10 knots whilst proceeding up river was too much for the windlass brake and the full length was pulled out of the chain locker where I fear the damage may be extensive.

The braking effect of the anchor caused my ship to veer to port and in the direction of a swing bridge, this bridge operator showed great presence of mind by opening the bridge for us to pass but unfortunately did not think to stop vehicular traffic and in consequence a Volkswagen, two cyclists and a refuse truck were deposited on our foredeck. In his efforts to counter the sudden veer to port the third Mate “let go” the starboard anchor which unfortunately was a little late and landed on the swing bridges control cabin which assisted in bringing the ship to a sudden and violent stop. Up to this point I have referred to the fore end of my ship only but there were also repercussive difficulties back aft.

At the time of dropping the port anchor the second Mate was supervising the securing of the after tug with a towing wire. Unfortunately my “double ring” emergency full astern coincided with the ship coming to a sudden stop, the propeller gathering speed astern and the tug running under the ships counter.

This swift action by the second Mate in making fast the towing wire prevented the tug from immediately sinking and allowing her crew to be brought up over our stern.

I am constantly amazed by the behaviour of foreigners during moments of minor tension. The Pilot for instance is at this moment huddled in the corner of my cabin, alternatively crooning to himself and crying, having consumed the best part of a bottle of gin, the cost of which I shall exclude from my entertaining allowance. The tug's skipper had to be restrained by the chief steward and is currently handcuffed in the sick bay. The third Mate, after his hurried evacuation from the Fo`cle head encountered difficulty in obtaining the names and addresses of the drivers and insurance companies of the two vehicles on the foredeck, but these details are now in hand and are enclosed in order that you may claim for the damage to foredeck railings they caused. I am sending this preliminary report as I am finding it difficult to maintain concentration amidst the noise of police, ambulance, helicopter and fire service sirens and flashing lights.

Yours faithfully,
Master

P.S. had this young first year cadet known there was no need to fly "Pilot" flags after dark none of this would have happened.

**Brian
Sanda Sund**

DID YOU KNOW? SHIPPING AREAS AROUND THE UK

The convention of sub-dividing the waters around the British Isles into areas named after islands, rivers, or sandbanks within them began in 1911 when the first gale warnings were broadcast to shipping. Shipping forecasts have been prepared by the Met Office ever since, although they weren't broadcast during World Wars 1 & 2 for obvious reasons.

By 1948 it was decided to extend some of the areas and sub-divide others. Further changes occurred in 1955 when a committee of meteorologists representing countries bordering the North Sea recommended that the area originally named Heligoland should be renamed German Bight. Other changes included the division of the areas Dogger, so the north eastern half of the area became Fisher, and Forties of which the northern half of the original sea area became Viking. Both of these new areas were named after sandbanks known to mariners.

In 1984 there was a further division of some of the shipping areas, and North Utsire and South Utsire were introduced. These two new areas were named after the small island off Norway's west coast. South Utsire comes a close second to Dover as the smallest of the shipping areas, but the largest is Finisterre, named after Cape Finisterre in North West Spain.

Storrar Marine's Annual Sale!



**Starts Monday 29th
December @ 9.30**

**We are open New Years
Day from 9.30**

**Check our website from 24th December for
details of all our special sale prices or email us
your email address and get the details sent
automatically**

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