



MARINA MATES



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MESSAGE FROM THE MARINA

Well that's the end of the summer season, did we actually have one? However let's hope for some sunny crisp autumnal and winter sailing with westerly's and flat seas.

Thank you to those who joined me for some complimentary drinks at the mooring. For those who missed out don't despair I plan to organise a winter function, watch this space and the notice boards for more information. To aid constructive feed back to the lock office and to help us service and respond to our berth holders and visitors need we will be placing a suggestion Box in the lock office so don't be shy, constructive criticism will be more than welcomed.

On the 1st Nov 08 to fall inline with European directives red diesel will no longer enjoy a reduced vat rate. Private pleasure craft will be required to pay the full rate of vat currently 17.5%. In this addition of marina mates I have included an extract from the British Marine Federations interpretation of the implementation. In an effort to minimise the effect we will endeavour to maintain competitive pricing at our pumps. **Allan Henderson**
Extract from BMF follows. See pages two, three, four, five and six.

HARTLEPOOL YACHT CLUB

You can now join the Hartlepool Yacht Club as a social member for the nominal fee of £31.00 for a couple, or £20.00; for a single membership. This entitles you to full use of the club except for the racing side. However, you can make full use of the bar and of course the wonderful Sunday lunches, also any social activities that take place. It's a friendly modern club with a good atmosphere in lovely surroundings so why not pick up a membership form or download one from the web site at www.thyc.org.com

OIL CRISIS

A lot of people can't understand how Britain has come to have an oil shortage. Well, there's a very simple answer, nobody bothered to check the amount of oil we had left, and we didn't know that we were getting low. The reason for that is purely geographical. Our oil is located in the North Sea and our dipsticks are located in Westminster!!

BRITISH MARINE FEDERATIONS GUIDANCE ON RED DIESEL

Introduction

This guidance is intended to assist companies who supply fuel to private pleasure craft to implement the changes that will take place on 1 November 2008 following the expiry of the UK derogations to the Energy Products Directive that allowed for a reduced rate of duty on fuel supplied to private pleasure craft users.

Overview

The EU Energy Products Directive provides that from 1 November 2008:

- a) The full rate of duty is to be applied to fuel used for “the purposes of navigation” (which has been reflected in UK law as “fuel for propelling” of private pleasure craft;
- b) Red diesel at the rebated rate of duty can continue to be used for domestic purposes aboard a boat such as heating, lighting electricity generation, refrigeration, air conditioning or hot water;
- c) Customers purchasing fuel will be required to make a declaration about their fuel usage; and
- d) Fuel suppliers will need to become Registered Dealers in Controlled Oils (RDCO's) and will return the duty collected to HMRC.

HMRC has understood the industry's concerns about the potential difficulties for fuel suppliers in calculating duty and VAT when faced with customers claiming different percentages of fuel used for propulsion. The BMF, RYA and Inland Waterways Association put significant effort into familiarising HMRC officials with the wide variety of craft that make up the boating market from small sportsboats with minimal domestic fuel use to residential narrowboats on the inland waterways with a high domestic fuel usage. Following this work, HMRC have confirmed that industry and Government analysis suggests that a split of 60% for propulsion and 40% for domestic use reflects most peoples use and it is therefore likely that many users will declare such an apportionment. However, where a purchaser knows that the propulsion use may be more or less than the above apportionment split, or a craft clearly has no domestic use, then they must declare their actual intended usage.

Responsibilities of Fuel Suppliers

Companies will need to register as a supplier of fuel to private pleasure craft users under the RDCO scheme. A simple notification form will be made available to RDCO's shortly along with instructions for completion and return. RDCO's will receive a new RDCO certificate and will be required to return the duty collected to HMRC on an annual basis.

Please note that HRMC have stated that the process of notification and amendment of RDCO registration is expected to take some time and not all RDCO's will receive an amended registration certificate by 1 November 2008.

However, it is important that RDCO's which supply fuel to private pleasure craft must start charging and collecting duty from 1 November 2008 and keep records of the supplies and duty due.

www.britishmarine.co.uk © British Marine Federation
Updated: 7 October 2008

The first return and payment by all registered suppliers will cover the 12 month period from 1 November 2008 to 31 October 2009 and you will have a further 21 days from the end of this period in which to submit the return and payment to HMRC. There will be a new payment return, separate from, and additional to, your usual RDCO return, showing your RDCO number and on which you must declare the total amount of duty due, and sign and date it. HMRC will send you the return in advance of 31 October 2009. If you wish to submit a return more frequently or change the stagger to coincide with your usual RDCO return, you will be able to do so after this initial 12 month period.

Details of the methods of payment, addresses, account number will be published in a public notice.

Charging duty and VAT

The following is an illustration /example of a calculation of duty and VAT under the new arrangements. It is intended to be an illustration only. The proportion split between propulsion and domestic usage will vary.

HMRC have confirmed that VAT is charged at the reduced rate of 5% on fuel for propulsion and domestic use.

This example assumes a 60% (propulsion) and 40% (domestic) split for a purchase of 100 litres of red diesel (the price of diesel is assumed to be 0.70ppl which includes 9.69ppl duty already paid to fuel supplier):

Propulsion calculation (i.e. 60%)

60 litres @ 0.70ppl = £42
60 litres @ 0.4066 = £24.40 (additional duty)
VAT @ 5% = £3.32

Propulsion Total = £69.72

Domestic calculation (i.e. 40%)

40 litres @ 0.70ppl = £28
VAT @ 5% = £ 1.40

Domestic Total = £29.40

Transaction Total = £99.12

Responsibilities of the Fuel Purchaser

It is the responsibility of the fuel purchaser to make a declaration in writing about the amount of fuel being purchased for propulsion. A simple declaration that incorporates the following wording will be required.

“I declare that 60% of the fuel purchased will be used for propelling a private pleasure craft”.

HMRC is aware that accounting methods and systems can vary from supplier to supplier, for example, some may wish to print the declaration on invoice slips or till receipts. Others may wish to prepare a simple form for signature by the customer. An example proforma is attached.

The Declaration must be signed and dated by the purchaser. The RDCO supplier must ensure that the purchaser's name and address is noted in his normal records.

This process can be simplified for regular customers who can make one annual declaration covering all their transactions for a period of up to one year.

The Declaration about fuel usage is the responsibility of the purchaser.

The RDCO has a duty of care when selling or delivering controlled oil and must therefore take all reasonable precautions and exercise reasonable care to ensure that they only make supplies to customers who have a legitimate use for that oil. (See HMRC Notice 192).

Commercial Usage

Supplies of red diesel to commercial craft are completely unaffected by these changes and you can continue to supply to commercial users at the fully rebated rate of duty.

The definition of “private pleasure craft” for the purposes of the Energy Products Directive and the purchase of red diesel in the UK is defined in the Directive as:

“Any craft used by its owner or the natural or legal person who enjoys its use either through hire or through any other means, for other than commercial purposes and in particular other than for the carriage of passengers or goods or for the supply of services for consideration or for the purposes of public authorities”

This definition will be the criteria by which commercial usage will be assessed. We set out below our understanding of how this will be applied to certain types of boat operation.

Hire Boats/Day Boats Likely to be regarded as pleasure usage because the Hirer will be deemed a natural or legal person who enjoys its use.

Bareboat Charter Likely to be regarded as pleasure usage because the Hirer will be deemed a natural or legal person who enjoys it use.

Skippered Charter Classed as commercial where the Charter Company provides a Skipper as this may equate to the supply of services for consideration.

Sailing School Training Courses classed as commercial as this equates to the supply of services for consideration.

Yacht Delivery Classed as commercial if the delivery is by professional crew.

Residential Boats

HMRC have recognised the status of residential boat owners whose primary residence is their boat. Some of these will be at fixed moorings or moved a very short distance along the towpath from permanent moorings to fuel. If they live aboard the craft permanently and hold certain documentation such as houseboat licence, residential mooring licence, council tax bill in respect of the mooring or other documentation that provides proof of permanent residency they may purchase all their fuel at the rebated rate. They will be required to make and sign a Declaration that zero percent of the fuel is for propelling purposes. It will be the responsibility of the residential boat owner to ensure they hold the requisite documentation should HMRC wish to check the validity of the declaration made in these circumstances.

Continuous cruisers may not declare zero percent under these arrangements, even if they reside permanently on their craft. They must declare their actual intended usage.

Further Information

The BMF is continuing to work with HMRC to provide guidance to the industry as these new policy measures bed in. The BMF is receiving many questions from member companies and will build a Frequently Asked Questions section on the BMF website at

www.britishmarine.co.uk

Any enquiries about this guidance should be sent by email to Claire Westbrook on

cwestbrook@britishmarine.co.uk

HMRC are undertaking a briefing process for their National Helpline and Regional staff. They have emphasised that during this implementing period their emphasis will be on helping and advising fuel supplier and users to get things right.

RED DIESEL DUTY DECLARATION FORM

NAME:

ADDRESS:

I declare that 60% of the fuel purchased will be used for propelling a private pleasure craft.

Signed.....Date

www.britishmarine.co.uk © British Marine Federation

Updated: 7 October 2008

VOYAGE OF A NINETY NINE YEAR OLD

North east lifeboat crew members swapped their powerful engines and high tech electrical equipment when they rowed a 99 year old wooden former lifeboat from Tynemouth to her home port of Whitby. Lifeboat crew from Tynemouth, Sunderland, Hartlepool, Staithes and Runswick Bay stations took turns to add their muscle to the fundraising rowing effort. They joined forces with the York based charity group, 'The Ales Angels' as they took the restored **William Riley** lifeboat on her four day journey in aid of the RNLI.

The 60 mile trip was the old lifeboats first major outing after an intensive 2 year long restoration by the Whitby Historic Lifeboat Trust, paid for by donations and the Heritage Lottery Fund. The **William Riley** was stationed at nearby Uppgang from 1909 for ten years and played a major role in the famous **SS Rohilla** rescue of 1914, being hauled manually overland and lowered 61 metres down a cliff to be launched. Of the 229 people onboard the stricken hospital ship, 145 were saved. From 1919 to 1931, the **William Riley** served from Whitby station. **Well done to all rowers!**

Personal Ad from a Melbourne Newspaper! The following advertisement is reported to have received 5000 calls:

Single black female seeks male companionship, ethnicity unimportant: I am a very good looking girl who loves to play. I love walks in the bush, riding in your ute, hunting, camping and fishing trips, cosy winter nights lying by the fire. Candlelight dinners will have me eating out of your hand. Rub me the right way and watch me respond. I'll be at the front door when you get home from work; wearing only what nature gave me. Kiss me and I'm yours. Call this number and ask for Daisy.

Over 5000 men found themselves talking to the RSPCA about an eight week old black Labrador retriever puppy. **Men are so easy!**

BLACK DIAMOND OF DURHAM - TALL SHIPS RACES 2008

We left Hartlepool on the evening tide Sunday 6th July for our trip this year which took us to Liverpool, Maloy, Bergen and Den Helder.

On leaving the marina we got a rousing send off, then of course whilst going through the lock "the heavens opened" and we all got seriously wet!! Lines, fenders and dress flags put away we quickly settled down adopting our 4 hours on/off watch steering 355deg for the next 185 miles to which took us 5 miles North of Rattray Head. A gradual alteration of course to West took us along the Moray Firth passing Banff, Lossiemouth and Inverness arrived at the sea lock entrance in the Caledonian Canal logging 310 miles in just over two days. The trip through the canal was very relaxing enjoying various overnight stops in this most picturesque passage. We did a crew change at Fort Augustus and after negotiating Neptune Staircase exited the canal at Corpach. Our next leg was direct to Northern Ireland (Bangor) then on to Liverpool where the Tall Ships Fleet met.

Race leg 1 Liverpool – Maloy. After 4 days of festivities with the fleet in Liverpool and after a further crew change we left in the parade of sail to the race start just north of Lough Foyle Northern Ireland. We had a good start over the line and looking forward to our race to Norway (just off Maloy). We took tidal flow advantage of negotiating a very narrow channel through the isles of Tiree and Coll (56.33N 06.44W) this paid off and gave us first place in Class at this point. At Cape Wrath we experienced the full force of brisk ENE then our first problem occurred. Our rear port side shroud bottle screw came adrift which obviously needed urgent attention. Calvyn crawled along the port side deck whilst on starboard tack to screw it back again. A huge wave washed him waist deep into the water and back again, thank god for our strict rules of being harnessed on at all times! Nevertheless, the shroud was re-attached and we carried on racing. We decided to pass west of the Shetlands when the majority of the fleet passed east. A slight wind shift gave us an advantage which preserved our first position in Class. 60 miles from the finish line we were becalmed and it took us over 30 hours to finish. Morale was low during this period so we had to break into the emergency baked beans rations to create more wind which after 24 hours seemed to work!! The high spot during this lull was the privilege of having Dolphins, Basking Sharks and Killer Wales around Black Diamond, much better to see these magnificent creatures in the wild rather than being cooked up in some pool in Florida!! Unfortunately, because of this delay, we lost our first position but came in a respectable 2nd in class.

Maloy is beautiful, the locals couldn't do enough for us, the Captains Dinner was outside and of course it rained, but we were all issued with capes, nevertheless we all felt obliged to suffer the compulsory headache the following morning. Cruise in company from Maloy to Bergen was fantastic and again in people of Bergen made us feel so welcome.

Race leg 2 Bergen to Den Helder. During the captains' brief in Bergen, race control decided to put a race waypoint 10 miles off Aberdeen to make the

race a little longer. Off we set across the North Sea again this time we were running with the wind. Our position at that time was middle of the road but after passing the waypoint 1 off Aberdeen we altered course to Den Helder, good news our new course put us close to the wind, Black Diamond loves to sail close hauled and we quickly sliced our way through the fleet. It very quickly became a three horse race Black Diamond, the Polish vessel Gaudeamus and the Russian vessel Akela. At the finish line Akela took 1st we took 2nd and Gaudeamus took 3rd.

During this passage news flashed through the fleet that one of our vessels Clyde Challenger had put out a Mayday and was sinking 130 miles off the NE coast. Humber Coastguard, Norwegian Coastguard and our race control coordinated the rescue by scrambling Helicopters from Boulmer and Ekofisk. Fortunately, one of our racing vessels Tall ship Loyal was nearby and evacuated all 13 crew off. Fortunately again Clyde Challenger's watertight doors held intact and although seriously flooded in the accommodation section she stayed afloat was towed to Holland.

We enjoyed 4 more days of festivities and headaches in Den Helder and during the prize giving ceremony we were waiting for our 2nd prize which we duly got. We were totally surprised to win 1st place on corrected time for the race series. We said goodbye to all our friends in the fleet and set off after our parade of sail back to UK. Navigation was easy; we just followed the smell of fish & chips and ended up in Whitby!! After a couple of days in Whitby we set off for our home port of Hartlepool carefully carrying our prizes back home to be greeted by our family, friends, Hartlepool people and that big black rain cloud we left some two months earlier " the heavens opened " – **IT SOAKED US AGAIN!!!!**

SKIPPER: CALVYN WHITEHAND

1st MATES:

GEORGE SIMPSON (delivery Liverpool)

ALAN GALAVANT (race leg 1 to Maloy & return Den Helder UK)

KEITH FLETCHER (race leg 2 to Den Helder)

We wish to note the sad loss of the Irish Tall Ship ASGARD II which sank a few weeks ago in the Bay of Biscay 10 miles off the French coast. All 25 crew were saved but ASGARD II will be sadly missed by all of us in the fleet.

Further information on:

www.sailtraininginternational.org

www.sailingnortheast.co.uk

ATLANTIC CHARITY CHALLENGE

Tom Mc Nally will be setting off soon on a daring double Atlantic crossing in his own purpose built and designed 3' 10" boat called ' **The Big C**'— yes that was a **THREE FEET TEN INCHES** yacht! ' **The Big C**' and of course Tom will be setting off from Cadiz and sailing to Central America, Texas, Newfoundland and then back to his home town of Liverpool. Tom is aiming to sail a total of approximately 10,000 miles on this adventure. He has previously held various ocean records for sailing in very small craft, the last one being a massive five feet four and a half inches compared to his latest yacht.

Unfortunately he lost the record to an American sailor called Mr Vihlen who completed the trip in a yacht half an inch shorter --- bugger! Apart from trying to regain the record, Tom is also raising money and awareness for the charity, **Sail 4 Cancer**. Jeckells sail makers the company that have made and supplied the sails for Toms trip are supporting his efforts by donating a portion from every order received during the Southampton Boat Show and also the two London boat shows to **Sail 4 Cancer**. Toms boat **The Big C**' was on display at the Southampton Boat Show where visitors marvelled at the sheer scale of the challenge that he has set himself. For more information about this great charity please visit the website on www.sail4cancer.org

WELL I NEVER!

Wife gets naked and asks hubby, 'what turns you on more, my pretty face or my sexy body?' Hubby looks her up and down and replies: 'your sense of humour!'

A woman standing nude in front of the mirror says to her husband, 'I look horrible, I feel fat and ugly, pay me a compliment.' He replies, 'your eyesight is perfect.'

Little Billy asks his dad for a telly in his bedroom. Dad reluctantly agrees. Next day Billy comes downstairs and asks dad, 'Dad, what's love juice?' Dad looks horrified and tells Billy all about sex. Billy just sat there with his mouth open in amazement. Dad says, 'so what were you watching.' Billy says, 'Wimbledon.'

Ireland's worst air disaster occurred early this morning when a small two seater Cessna plane crashed into a cemetery. Irish search and rescue workers have recovered 1,826 bodies so far and expect the number to rise as digging continues into the night.

A man with an enormous two foot newt on his shoulder walked into the Smallies and says, 'A pint of lager and a cola for Tiny please.' Les the barman gives him the drinks and takes his money, whilst all the while staring at the enormous beast. Then he says, 'Why on earth do you call him Tiny?' 'Because he's my newt,' the man replies.

A FOUL TALE

The van was unmarked, as were the tins of paint and anti-foul that he was selling. It belonged to an entrepreneur in navy surplus, based and used previously at Dartmouth. The lads at Whitby and Redcar just couldn't get enough of it. Besides, it was used by the Royal Navy, what better recommendation. Five pounds for five gallons, the tins in the I.C.I. fertiliser bags were even cheaper at four pounds a tin ~ for obvious reasons! It certainly smelt as if nothing would grow or live on it, but a purchase that day would have meant forgoing my lunch and tippie in the Smallies, I made a wise decision as it turned out.

One other however was less fortunate, his boat was on the hard and the imminent arrival of the not inexpensive crane made his mind up for him. A done deal as they say, one drum of primer and one drum of anti~foul complete with I.C.I. sacks. He tentatively scratched a "P" on the drum which he was assured was the primer, and gingerly loaded them both into the boot of his car.

He informed me later that the smell from the drums was quite intoxicating, but it was the stirring that nearly killed him. A solid layer of something at the bottom of each tin took a good hour to incorporate into the rest of the noxious mixture. It was like painting with treacle, but it gave a tremendous thick coverage that it wasn't considered necessary to remove much of the old anti~foul. Spurred on by the arrival of the expensive crane, my friend found reserves of strength hitherto unknown to him and completed the job~~ and she looked great!

The boat was lifted in and tied up to its moorings. A sounder sleep that night, he'd never known before. The following day my friend returned complete with a full fishing party and a hangover, to find not a breath of wind and a sea like glass, a perfect day. Rounding the Heugh he was sure that the engine had laboured momentarily. A glance astern made him drop his revs and disengage gear and just gape. There behind his boat was an almost perfect mould of his hull, cast in primer and anti~foul both old and new.

The hull had been stripped bare below the water line, even the heads of the copper nails shone brightly up at him from just below the surface of the water. Already in his still aching head he was subtracting from the day's wages the cost of another lift out and in, the paint and anti~foul that he had used, plus the new materials that he would now have to buy. This was not to mention all the hard work involved and soon to be repeated also lost wages from the fishing parties that he would have to cancel. Needless to say the bargain paint seller was never seen or heard of again!!!

MORAL~~ A tin from the shop is worth two from the sacks! *P Denham*

A man walked into the Smallies with a paper bag. He sits down and places the bag on the bar. Les the bartender walks up and asks what's in the bag? The man reaches into the bag and pulls out a little man about twelve inches tall and sets him on the bar. He reaches back into the bag and pulls out a small piano putting that on the bar, and then he pulls out a tiny piano stool. The little man sits down at the piano and starts playing a beautiful piece by Mozart.

'Where on earth did you get that?' asked the surprised Les. (Or words to that effect). The man responds by reaching into the bag, this time pulling out a magic lamp. He hands it to Les and says, 'Here rub it.' So Les rubs the lamp and suddenly there's a gust of smoke and a beautiful genie appears. 'I will grant you one wish – just one.' Les gets real excited and without hesitating he says, 'I want a million bucks!' a few moments later a duck walks into the Smallies, and then another duck and another soon follows. Pretty soon the entire room is filled with ducks and they keep coming! Les turns to the man and says, 'you know, I think your genie's a bit deaf. I asked for a million bucks, not a million ducks.' The man replies, 'Do you really think I asked for a twelve inch pianist???'

AN IMPORTANT ANNOUNCEMENT

The European Commission has just announced an agreement whereby English will be the official language of the European Union rather than German which was the other possibility. As part of the negotiations, the British Government conceded that English spelling has some room for improvement and has accepted a 5 year phase in plan that would become known as 'Euro English.'

In the first year, 's' will replace the soft 'c' certainly, this will make the sivil servants jump with joy. The hard 'c' will be dropped in favour of 'k'. This should klear up any confusion, and keyboards kan have one less letter. There will be growing public enthusiasm in the second year when the troublesome 'ph' will be replaced with 'f'. This will make words like fotograf 20% shorter. In the third year, public akseptanse of the new spelling kan be expected to reach the stage where more komplikated changes are possible. Governments will encourage the removal of double letters which have always ben a deterrent to akurate speling.

Also, al wil agre that the horribl mes of the silent 'e' in the languag is dis grasful and it should be taken away. By the fourth yer peopl wil be reseptiv to steps such as replasing 'th' with 'z' and 'w' with 'v'. during ze fifz yer, ze unnesesary 'o' kan kan b dropd from vords containing 'ou' and after ziz fifz yer, v evil hav a reil sensi bi riten styl. Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza. Ze drem of a united urop vil finali kum tru. Und efter ze fifz yer, v evil al be speking German like zey vunted in ze forst plas.

BERTS BOOTS!

An elderly couple, Margaret and Bert, moved to Texas. Bert always wanted a pair of authentic cowboy boots, so, seeing some on sale, he bought them and wore them going home. Walking proudly, he sauntered into the kitchen and said to his wife, 'notice anything different about me?' Margaret looked him up and down and said, 'nope.' Frustrated, Bert stormed off to the bathroom, undressed and walked back into the kitchen completely naked except for his new boots. Again he asked Margaret, a little louder this time, 'notice anything different NOW?' Margaret looked him up and down and exclaimed, 'Bert, what's different? It's hanging down today, it was hanging down yesterday, it'll be hanging down again tomorrow!' furious, Bert yelled, **and do you know why it's hanging down Margaret?** 'Nope,' she replied. **It's hanging down because it's looking at my new boots!!!!'** Without changing her expression, Margaret replied, 'shoulda bought a hat Bert, shoulda bought a hat.'

AMAZING SIMPLE HOME REMEDIES

1. If you're choking on an ice cube, simply pour a cup of boiling water down your throat. Presto, the blockage is instantly cleared.
2. Avoid cutting yourself when slicing vegetables by getting someone else to hold them while you chop.
3. Avoid arguments with females about leaving the toilet seat up by using the sink.
4. For high blood pressure sufferers, simply cut yourself and bleed for a few minutes, thus reducing the pressure in your veins, remember to use a timer.
5. If you have a bad cough, take a large dose of laxatives, then you'll be afraid to laugh.
6. You only need two tools in life, WD40 and Duct Tape. If it doesn't move and should, use the WD40. If it shouldn't move and does, use the Duct Tape.
7. If you can't fix it with a hammer then you've got an electrical problem.

TRAFFIC JAM

We were stuck in traffic on the A19. Nothing was moving. Suddenly a policeman knocks on the window; I wound the window down and asked what was going on. The policeman told me, 'terrorists a couple of miles down the road had kidnapped Gordon Brown, Alistair Darling, David Miliband and Jack Straw. They are asking for £10 million ransom otherwise they're going to douse them all in petrol and set them on fire. We're going from car to car to take a collection.' 'How much is everyone giving on average?' I asked. The policeman replies, 'Most people are giving about a gallon.'

Any woman who thinks that the way to a man's heart is through his stomach is aiming just a little too low.

I used to work at Kwik Fit, but I gave up the job. Every day I was tired and exhausted.