



MARINA MATES



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CONGRATULATIONS



Congratulations to Tim Boagey (54North Sailmakers) and Rachel Creevy on the birth of their first child – A Boy! - Born on Tuesday 9th January at 05.57 weighing in at 6lb 6½ ozs. He will be named Thomas Daniel Boagey Creevy. Well done to the pair of you. (Especially Rachel, after all she did do most of the work).

LIGHTNING

When lightning strikes, the best and safest place to be is inside a conductor, such as a metal-hulled boat, or under the sea (assuming you are a fish of course).

Last century, the physicist Michael Faraday showed that there is no electric field within a conductor. He went on to demonstrate this by climbing into a steel mesh cage and then striking artificial lightning all over it. Everybody except Faraday was surprised when he climbed out of the cage unharmed. So the moral of this short tale, is to sell your plastic boat and get one in steel!



RED DIESEL and WIND

The increased tax on Red Diesel to bring it in line with white diesel still looks as though it's going to go ahead with the blessing of the British government, this was a foregone conclusion and only a matter of when! A new twist or spin on this legislation is that certain members of the government now feel that it is unfair to power boat owners and other motorised craft and feel that a tax on sails is called for. Yacht owners or any boat with a sail will have to pay an annual tax which apparently will be calculated on sail area, with spinnakers and cruising chutes being exempt. This will also apply to dinghies as well as yachts and motor sailers (double tax – fuel and wind). A working party has been set up to discuss cost etc and their findings will be known on **1st April 2007.**

Editor

RESPONSIBLE BOATING?

Nobody wants to be a killjoy or introduce compulsory certificates of competency for boating. We have far too much legislation in our lives as it is. But we British thankfully have the right to take to the water at any time or in any form we like. But, consider for a moment, about what you, the boat owner and skipper may be responsible for. Before going to sea, there are some basic checks that need to be done if we are to go boating safely.

We need an up to date weather forecast, what are the tides doing? Is the vessel capable of what we intend to do? Are the crew capable? Is the vessels safety equipment sufficient for the type of boating you intend to carry out? Do you have lifejackets and more importantly, do you wear them. Do you have a means of communication? i.e. VHF radio. A mobile telephone *may* allow you to contact the Coastguard but it will not allow the lifeboat or a helicopter to communicate with you. Sure, carry a mobile telephone, but always have a VHF radio as a primary means of communication. There is a good reason for having a VHF radio. We should always know where we are, but, If you are lost in fog, unsure of where you are and unable to give the Coastguard your position. The Coastguard and lifeboat can get a DF (direction finding) bearing from your VHF transmission, which helps locate you, usually quite quickly. They are not able to DF you from a mobile telephone signal. Never rely solely on a mobile telephone. VHF radio is the most reliable. Get to know how to make a May Day call properly. Do you know the life saving signals? Do you carry flares (in date of course!) and know how to use them; do your crew know how to use them? Have you told anyone ashore of your intentions and do they understand what to do if they become concerned about you. Always try to have a contingency plan should anything go wrong, if on a passage, are there places you can take refuge.

Do you have fire extinguishers? Fire at sea is the mariner's most frightening situation thankfully this does not happen very often. Do you have a first aid kit even a basic kit (not just a couple of band aids) is handy to have aboard. It goes without saying, but a life raft is always good to have aboard if you can.

Do get to know the basics of the Rule of the road, safe speeds, who gives way, and navigation marks etc. Have you worked out a drill for man overboard recovery? Do you know your engine? Got enough fuel and spare fuel? Machinery failure is one of the biggest causes of assistance required by many types of vessel.

I could go on, but by now you're probably yawning, so I won't. But please, do take a little time to consider the basics, so that when you do go to sea, you can enjoy yourself, safely. And when you return safely, you can have that well deserved pint or whatever your tippie is, sit back and savour the experience you have just had from being at sea. But, to get back to the message I'm trying to get over, remember these basic points to consider:

Before you go:

Weather.

Tides.

Limitations of the vessel.

Crew.

Navigational Dangers.

Information ashore.

Lifesaving signals.

Check engine & fuel.

Safety equipment:

Lifejackets and buoyancy aids.

First aid.

Fire extinguishers.

Communications.

Flares.

Life raft.

Master basic skills:

Safe speeds.

Rules of the road.

Navigation marks.

Man overboard drills.

Know your engine.

What to do in an emergency:

Engine failure.

Man overboard.

Abandon ship.

Making a may day call.

Firing flares.

Rescue services.

There are only six **very** basic checks, highlighted in bold italic, if we can remember only these it will help. A couple of useful guides are available free of charge. One is a Sea Safety booklet, produced by the RNLI, which also incorporates an interactive CD-ROM and VHF calling procedure stickers, which you keep by your VHF. This booklet gives a much deeper understanding of safety.

The other booklet, produced by the Coastguard, is Life Saving Signals. This leaflet describes all the signals used when you need to communicate with rescue units. If you require the RNLI leaflet, you can call into Hartlepool lifeboat, boathouse and leave your details, I will then arrange for a leaflet to be sent to you and also arrange, if you wish, for a **free** advisory sea check of your vessel. The sea check coordinator will contact you to arrange a suitable date and time.

We can also pass your details to the Coastguard for their leaflet or you can pick one up from the local Coastguard office, which is based on the marina south side near to the Indian restaurant. Alternatively you can go on line to order these, the web addresses are:

www.rnli.org.uk/seasafety

www.mcga.gov.uk

then go to "choose page" - "safety info" then "Promotional Literature". The Life Saving Signals booklet can then be downloaded from the list. Whichever way you choose. These booklets are very informative and are a good base to start with. And remember, if unfortunately, you do require assistance, please advise the Coastguard as soon as you may think you need help. Don't leave it till late when things could change into a life-threatening situation.

Happy and safe boating **Forever.**

Mike Craddy - Lifeboat Operations Manager - Hartlepool Lifeboat.

SALTSCAR III

Saltscar III is a Pan Oceanic 46'. Designed by Ted Brewer, an American boat designer, she was built in Manilla in the Phillipines in 1983 and shipped by freighter to Miami, Florida, where she was mechanically and electrically fitted out ready for sea.

She has a Perkins 85 H.P. 4236 diesel engine and a 5KW Westerbeke generator. The boat is cutter rigged with Yankee, staysail and fully battened main on a Harken track. We are her second owners, purchasing her in 1999 in Stuart, Florida. She was then shipped by road to Midland, Ontario Canada where her refit began at Bayport marina on Georgian Bay, ready for our live aboard life.

ATLANTIC CROSSING

It is great to be docked in Hartlepool Marina. It is also quite strange to be back in the North of England; having lived in Canada since 1971. A lot of water has gone under the bridge and the boat since then! We had sailed in Canada since 1974 and realised that once we retired, living on board a boat was our goal. In 2001 we achieved that ambition and moved aboard Saltscar III – and our new adventure had begun! Our research led us to realize that Hartlepool had a first class locked in marina. Our other thought was St.Catherines Dock, London, however my sister who lives in Yarm sourced out the Hartlepool facilities for us and this became our destination.

The scheme for our Atlantic crossing then began to take shape. We had spent the last three winters in the Caribbean and now it was the time to make our move. We planned to sail from Antigua to the Azores then onto South East Ireland then onto North West Scotland where my other sister lives. Saltscar III has spent three winters in Trinidad, West Indies where we underwent some necessary re-fits and then felt that, 'she' and 'we' were ready to cross the pond, the Atlantic! Our brother in law Gary from Scotland and a close friend mark from New Brunswick, Canada volunteered to be our crew. Both Gary and Mark knew Saltscar as they had sailed with us on our first Atlantic passage from Nova Scotia, Canada to Bermuda in 2002.

On May 15th 2006 our aspirations and our crew's enthusiasm came to fruition and we pulled up the anchor in Falmouth harbour Antigua and set sail for the Azores. We had a marvellous passage and arrived in Porto das Larges, Azores. Our log read 2212.2 nm from Antigua. We pretty much followed Jimmy Cornell's route from Antigua and his estimated mileage was 2170 nm so we felt that we had done okay.

For the first five days at sea we had good north to north west winds and sunny clear skies with wind speeds anywhere between 11 and 20 kts. We mostly sailed with two reefs in the main, the Yankee and stay sail out on a beam reach. We saw boat speeds of up to 8.2kts and averaged about 120 – 130nm a day. In one 24hr period we covered 177 nm a record for Saltscar III. We soon fell into the shipboard routine and our watch system. We were enjoying the Caribbean weather and could take our showers out in the cockpit. (Its not quite warm enough to do that in Hartlepool). We didn't experience too much traffic and when we did it was kind of exciting! I think the closest encounter

was with a container ship at a distance of about 10 nm. Pods of Dolphins came by constantly to entertain us and the odd birds tried unsuccessfully to hitch a free ride in the rigging, mostly Shearwaters and Tropical Long tails. One of our great sights was the Loggerhead Turtles we passed with their huge dome shaped backs covered in barnacles. As we neared the Azores we passed thousands of pretty pink and purple Portuguese Man of War jelly fish. We were relieved to arrive in the Azores, the crew had done well but Saltscar had done even better! – What a great experience for us all.

Sue Feldman, Saltscar III

THE LEE RAIL

Like Shangri-la or Fiddler's Green, the lee rail is something of a mythical place – one you'll hear a lot about if you're feeling a bit queasy. The lee rail is defined as, ***the place you must go – now – if you're going to be sick!*** But ships and boats have a lot of rails – starboard rails, port rails, bow rails, and stern rails, but no permanently defined lee rails.

So **where** do you find a lee rail when you need one? The answer, my friend, is blowin' in the wind; the answer is blowin' in the wind! There are certain activities that one should never do into the wind; being seasick is very high up on the list. If there is no wind, then any rail is the lee rail. But the odds are, when you need to use the rail it **will** be windy, since wind makes waves, and waves make – well, we know what waves make us do.

So in your preliminary search for the lee rail, pretend (I know it's a stretch) that you feel great; you want to go out on deck, lean against the rail, and gaze out to sea, a fresh wind blowing in your face. Once you've identified **that** rail, you'll find the lee rail on the opposite side of the boat.

A poet be spied a bright comet,
And commenced to compose a sonnet,
As he searched for a rhyme,
The waves they did climb,
Now all he can think of is ... vomit.

At sea food seems quite delicious,
And I'm sure that it must be nutritious,
I don't mean for me,
It won't stay down, you see,
I'm referring to feeding the fishes.

Man walks into the bedroom with a sheep under his arm while his wife is lying in bed reading. Man says; 'This is the pig I have sex with when you have a headache.' Wife replies, 'I think you'll find that is a sheep.' Man replies. 'I think you'll find I was talking to the sheep.'

WAVE POWER

When the wind blows over a flat sea surface, small ripples form. These probably correspond to individual strong gusts that are disorganised and have no fixed direction or frequency. However, as the wind continues to blow, two things happen. First, the waves interact with each other to produce longer waves which mean lower frequency. Secondly, the wind pushes these larger waves and imparts even more energy into them. As long as the storm lasts, the wind will make the waves larger and the wave dynamics will create longer and longer waves. Some waves will become too steep to travel and break but, in general, the total amount of energy will keep on increasing. These locally generated waves are known as 'wind-sea'. Their energy depends on how long the wind has been blowing (**its duration**) and over what distance (**the fetch**). The waves on the sea surface are not a simple wave train but a complicated random surface.

It is impossible to give a simple amplitude and frequency for a system as complex as this. Instead, significant wave height, the mean height of the highest third of the waves, is used to describe how large the waves actually are, and the peak period, the time between the dominant or most energetic waves, is used as a measure of frequency. On average, there will be a wave twice the significant wave height every three hours. Eventually, the energy put into the sea by the wind will be balanced by the loss of energy, mainly through waves breaking. At this point, the waves will cease to grow and the sea is described as '**fully developed**'. In a wind of 20 metres per second (**a force 8 gale**), a fully developed sea would have a significant wave height of 9 metres and a peak period of 15 seconds.

Waves can travel thousands of kilometres from the point of generation. Unlike light or sound waves, as sea waves become longer (and the frequency gets smaller), they also travel faster. Waves that escape from the storm which generated them are known as '**swell**'. They have a much narrower range of periods and are almost regular wave trains. Because no more energy is put into them, none is dissipated by breaking, and they continue across the ocean until they eventually hit land. Because different frequencies travel at different speeds, as swell travels across the ocean it separates into its individual components. So the significant wave height and peak period of the swell are set by the wind speed, duration and fetch from the storm that generated them.

CLOUDS (Why do they darken just before it rains)?

Clouds darken from a pleasant fluffy white just before rain begins to fall because they absorb more light. Clouds normally appear white when the light which strikes them is scattered by the small ice or water particles from which they are composed from. However, as the size of these ice and water particles increases – as it does just before clouds begin to deposit rain – this scattering of light is increasingly replaced by absorption. As a result, much less light reaches the observer on the ground below and the clouds look darker.

THE SYDNEY TO HOBART CONNECTION

On Monday 15th January a number of Australians descended on Hartlepool to recreate a yacht race in which six people died. They were making a docu-drama about the 1998 Sydney to Hobart Yacht Race that ended in tragedy due to severe storms. The hour long film will be shown on National Geographic channel in the summer. Most of the filming was done in Australia, but decided to use Hartlepool to re – create the opening scenes of the race. They needed somewhere a bit stormier than Australia, what a good choice – the wind was blowing at 40+kts with regular 55kt gusts, just what the director ordered.

They required a yacht with a white hull and also a crew to sail it, I was asked a couple of weeks earlier by the marina if I could help out. I approached Alan, skipper of **Ballerophon** a 34ft UFO and asked if he was interested in taking part and using his boat. Definitely! Was the response, so we met on that very windy Monday morning at 09.00hrs, myself, Alan and his partner Lesley. We helped load the boat with costumes, cameras, food etc then the camera man, producer and four actors joined us, none of which had any sailing experience! We left the lock and ventured out into the teeth of a force 8 to 9 gale, we had already reefed the main to the second reefing point on the pontoon, thank goodness.

We motored past the piers cleared the cockpit of actors etc and raised the main sail, then let about half of the Genoa out. We were literally flying, spindrift, and solid water everywhere; it was fantastic to be out in them conditions knowing that we were in complete control of the situation. The producer wanted action shots without any land being in the picture, this made it a little more difficult. Two of the actors were too ill to act; the cameraman was like Spiderman on the bow then the weather deck then the stern he was all over the boat like a rash! The producer was asking us to do things that were nearly but not quite impossible.

We managed and she was over the moon and absolutely drenched through, as was the camera man and the actors, we were ok in our oilies and just enjoyed the sail. It really was a fantastic sail with the added bonus of knowing that we were in a boat that was more than capable of handling this weather and more. We came back into the lock and dropped a couple of actors off, then went out again for a short shoot with a different couple of actors on board. We finally came in at 15.45hrs due to the tides and loss of light, but they got everything that they were after – and more! So they were extremely pleased with the day's events. This was our first sail of the year, and what a sail it was. Roll on summer and even more sailing!

Mike Fellows

Q What do you call a chicken in a shell suit?

A An egg.



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WHY IS THE SEA SALTY?

The sea is salty because the rivers that flow into it wash salts and other minerals out of the ground. The salts then dissolve in the rivers and the rivers flow into the sea. As the sun evaporates the water from the sea to produce clouds, it leaves the salt and minerals behind, so the sea ends up saltier than the rivers and lakes. **This answer was given by a young lad aged 9.**

John Connolly is a brainy Guy.
Asking questions and wondering why.
The salty sea which is such fun,
When splashing in the waves and sun.
Is not freshwater from the tap,
Or from a bottle with a cap.
So he will learn that salt and sea,
Mix just like sugar into tea.
And that many other kinds of salt,
Dissolve into this briny malt.
Sodium chloride, the salt of the table,
Have other friends within its stable.
Potassium Ch, Magnesium Ch, and Iodide,
All flow solvent with the tide.
So now dear John, you clever lad,
Off you go and tell mam and dad! **Ray Heaton**

A woman was helping her husband set up his computer; the computer advised him that he would have to enter a password to log on. The husband was in a rather amorous mood and thought that he would go for a shock effect to bring this to his wife's attention. So when the computer asked him to enter his chosen password, he made it blatantly obvious to his wife what he was entering by stating each letter out loud as he typed – P..E..N..I..S.. his wife fell about laughing when the computer replied, **PASSWORD REJECTED NOT LONG ENOUGH.**