



# MARINA MATES



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### SEASICKNESS

The sport of yachting must have been invented by a Dutchman. According to a 1992 Forbes Magazine story on the America's Cup competition, the word "yacht" comes from the Dutch verb "jacht." The translation means **"to**

**throw up violently."**

Seasickness is caused when the minute inner ear organs that enable a human to balance are disturbed by the motion of the boat swaying and pitching. This movement sets off alarm signals to the brain causing nausea, headache, dizziness, and sometimes vomiting. This condition can be intensified by the lack of fresh air and inactivity. It can also be a person's worst nightmare at sea. Seasickness affects many people to varying degrees - even sailors with years of experience. Looking on the bright side, the body adapts after time.

Fortunately, several remedies can be taken before setting sail. Pills can be obtained over the counter which helps most people by sedating the balancing organs. The pills can cause drowsiness and should be taken with care. Some people find special wrist bands effective. There are also stick-on patches that can be worn on the skin behind the ear, but these are obtained by doctor's prescription only. You can often avoid seasickness by staying busy and keeping your mind occupied by taking over the helm or any other activity that will keep you above decks. Look at the distant horizon rather than the water close at hand. Take deep breaths and drink plenty of water. The worst thing that a person can do is go below decks with no land or horizon to look at. Reading or staring at an object will assuredly bring on the affects of seasickness. If you are seasick and can't bear it anymore, lie down on your back with your eyes closed. This will greatly reduce the affects. **Bottom line - if your eyes see what your ears are feeling, you will certainly have a better chance of a great day sailing.**

### THE BRITISH YEAR!

Dirty days hath September, April, June and November  
Then from January up to May, the rain it raineth every day.

All the rest have thirty one without a bloody glimpse of sun.  
And if any month had two and thirty, they'd be just as wet and twice as dirty.

## ALL ABOUT NOTHING ?

At last, a reasonably flat sea and a gentle breeze on Monday 16<sup>th</sup> April, so out of the lock we went. It was up with the mainsail keeping a wary eye on the dredger which was manoeuvring in the entrance to Victoria dock, suddenly it straightened up and way at a fast pace towards the horizon. We unfurled the jib and as we got our bearings the skipper says, 'am I going blind, or has the Longscar Buoy gone?' It was nowhere to be seen, 'Oh well, we'll go towards the Fairway Buoy for now.'

We're so used to pilotage (eyeballing) that when going south (ish) we usually make for the Longscar East Cardinal and turn a bit rightish. (Ok, ok 124 magnetic if you must) all was well for ages and all we had to do was tack up and down for awhile listening in on 14 for ship movements and watching for the dredger coming back, because in a light breeze you go into enjoyment mode and you can bet your seaboots that – yes, there he is, on a collision course, with a huge bow wave. We let him past, now how far out are we? Somebody goes below and consults the chart plotter, ah yes! Shortly the GPS beeps and reveals a waypoint just NE of where the buoy was, or should be, we peer around and there it isn't, not even a hole in the sea to show where it had been! The next day I got curious and rang the coastguard HQ at Brid, I was passed through to the ops room. 'Are you busy or have you got 2 minutes?' No, they weren't too busy. I asked three questions:

1. Was Longscar Buoy in Tees Bay missing temporarily?
2. Was it gone for good? Or,
3. Was it still there and my navigation's very naff?

Consultation at the other end of the line – no they didn't know at present, but further enquiries would be made, and they would ring back. They did, buoy still not found and nobody knows who's taken it. Walking round the lock I think of asking at the lock office, Colin, on duty says, 'It's funny you should ask about the buoy. I've just had Humber Coastguard on the phone – some woman is concerned because the buoy has gone. Can you see it out of your window?' So Colin looked, and again there it wasn't. Tim (sail maker) joined in. 'Oh yes, we were racing on Saturday in the fog (Eeek!) and it wasn't there then either.'

Next day – out again, hooray, there it was back in place. The wind was 4 to 5, 6 at times and rounding the Heugh we were glad of the two reefs making the going a pleasure and not a struggle. We had to visit the Longscar Buoy on the way back just to welcome it home, and the sun came out and it gleamed with new black and yellow paint. I rang up the coastguard again on the mobile and hoping I wasn't being too fussy, told him we were sailing past it once more. 'Oh, Daphne is that you?' 'Yes.' 'We found out that somebody and something ports had removed it without telling anybody.' (That's privatisation of Trinity House, who used to do things properly.) He reassured me that I wasn't fussing and said, '**Do let us know about anything like that it's very relevant to safety.**' We all love our GPS's don't we but there's nothing as reassuring as a big lump of steel with a bell as long as it's where it should be.

**Daph Roberts. (Sea Lark)**

## OIL FILTER CHANGING TIP!

There's nothing messier on a boat than when you change a spin off oil filter that is horizontally mounted especially if you can't get something under it to catch the oil! If you just loosen the filter a half turn to break the seal, then get a plastic bag (with no holes in) and cover the filter and mount and unscrew it into the bag, catching the residue oil that is in the filter. This should save an awful lot of cleaning up during a filter change. Try it and let me know what you think, and anyone else with any tips please drop me a line so that other people may benefit.

**Editor**

### *The Rule of the Road*

When all three lights I see ahead,  
I turn to **Starboard** and show my **Red**:  
**Green to Green, Red to Red,**  
Perfect Safety -- **Go Ahead.**

But if to **Starboard Red** appear,  
It is my duty to keep clear --  
To act as judgment says is proper:  
To **Port** or **Starboard, Back** or **Stop** her.

And if upon my **Port** is seen  
A Steamer's **Starboard** light of **Green,**  
I hold my course and watch to see  
That **Green to Port** keeps **Clear** of me.

Both in safety and in doubt  
Always keep a good look out.  
In **Danger**, with no room to turn,  
**Ease** her, **Stop** her, **Go Astern.**

## I WANT TO LIVE MY NEXT LIFE..... BACKWARDS!

You start out dead and get that out of the way, and then you wake up in an old people's home feeling better every day. Then you get kicked out for being to healthy; go and collect your pension, and then when you start work, you get a gold watch on your first day. You work for 40 years until you're young enough to enjoy retirement. You drink alcohol, you party till all hours, you're generally promiscuous and you get ready for senior school. You then go to primary school, you become a kid, you play and you have no responsibilities, you then become a baby, and then.... You spend the next nine months floating peacefully in luxury, in space like conditions, central heating, room service on tap, larger quarters everyday, and then, you finish off as an orgasm! Perfect!

# ANCHORING

It is a horrible feeling to wake up at 3:00 am after spending the day sailing and then finding a perfect anchoring spot, only to realize that the winds have picked up just a little bit and dragged your boat against another nearby boat, or worse, into the middle of a shipping lane, or close to rocks. Here are some of the common causes of this problem, and some ways avoiding them. Equally annoying and embarrassing is anchoring your boat while going to the pub or buying supplies and finding the boat gone when you return. Your immediate thought is that it has been stolen and so you call the police. If you are lucky, the boat is found an hour or two later drifting; the anchor still attached, but pulled up from its original location.

## ***Wind Dragged Boat or a Wind Direction Change***

This can occur even if you have the right anchor type and size. All it takes is for the anchor to be set not quite perfectly or for the bottom to be poor. Then, a bit of wind will start dragging the anchor. Or, the wind will change direction, causing the anchor to become dislodged. You need to use two anchors set in a V shape at the front of the boat. Then, even if one drags, the other is still tight. If you expect a really bad storm, use three anchors set like a V with an extra line straight out front.

## ***Tight Anchorage***

There are degrees of tightness in anchoring. If you have room for the boat to swing around without hitting anything, then you can just use a two anchor V, where the angle between the two anchors is fairly large (between 140 and 180 degrees, closer to 180 for less movement, but requiring larger anchors). This keeps the bow in one place, but allows the stern to swing around; keeping the wind head on (this is usually more comfortable for sleeping.) However, if there isn't room to turn the boat around, either due to other boats, the shore or underwater objects, then you need to set a V anchor set at the front, and an additional anchor at the back. This keeps the boat stationary, but tends to be less comfortable. An alternative, if the wind is coming from the stern, is to put the V anchors at the stern and a single anchor at the front.

## ***Tide Lifted Anchor***

If you set an anchor at low tide, giving it a reasonable amount of rode, even setting a second anchor, you can still be surprised to find yourself adrift. What happens is that the boat comes up on the tide (which can be as much as 14' or 4.5 m, but more typically around 6 ft or 2 m). This adds six times that length to the amount of rode you need, so 36ft or 12m more rode. It doesn't actually lift the anchor, just lets the angle decrease enough that the anchor doesn't hold. The trick to setting an anchor in tidal waters is to know how much extra rode high tide is going to need, or just add an extra 20-30 ft. Another thing you should think about when anchoring at HIGH tide, is whether you will have enough depth at low tide. You don't (generally) want to ground yourself due to anchoring in too shallow water. Also ensure that the anchor that you are using is the right type for the bottom conditions in your cruising area.

### **THREE 'OLD'SALTS**

I'd just got back in from a stunning days sail and was approaching my pontoon, there to take my lines was the first 'old' salt, I'll call him Charles ('cos that's his name). He took my lines and secured me to the pontoon, when I say me I mean the boat! Having said that, I'm quite sure that he may at times want to secure me to the pontoon as well as the boat. We had a bit of a chat about my day out as to where I'd been, what was the sea like etc then the second 'older' salt turned up, I'll call this one Bernard ('cos it just so happens that is the name that he was born with) and he offered to put the kettle on for a cuppa, never one to turn down such an offer it was gratefully accepted by us both.

We all went aboard his boat, (by the way I'm the third old salt, coming between Charles and Bernard) we started chatting, as you do, literally covering a multitude of subjects, and experts in them all! We progressed to discussing anchoring and the various pit falls involved. I mentioned that I was never very happy anchoring at night as I keep getting up every five minutes to find out what the latest noise is, anchor dragging or worse still dragged! Sipping our tea (Bernard, No.1 'old' salt) came up with a solution that Charles or I had never even thought of. His solution was to tie some strong fishing line to your toe or around your wrist (other parts of the anatomy were suggested but we wont go into that) then fasten a heavy weight or grappling iron onto the other end and put that over the side of the boat until it rests on the seabed.

Keep the line as tight as possible of course secured to your toe, wrist etc and get into your bunk for a good nights sleep. Now comes the clever part, if during the night you begin to ascend the companionway steps involuntary whilst still in your sleeping bag then the anchor is dragging. You know this because of the heavy weight attached to your anatomy is also dragging (you out of your pit) and you can then re site and dig the anchor in again hopefully to hold this time. I don't know what he puts in the tea but at the time it sounded feasible, now I'm not so sure! But this could be a '**TOP TIP**' If anyone is daft enough to try it please let me know if it worked, but no compensation will be paid out by us, thank you.

**Editor**

### **OH MY GOD!**

The priest in a small Irish village loved his chickens that he kept in a coop behind the church. One Sunday morning before mass, he went out to feed the birds and discovered that the cock was missing. He knew about the cock fights that took place in the village, so he decided to question his parishioners in church. During mass, he asked his congregation, 'Has anybody got a cock?' All the men stood up. 'No, no that wasn't what I meant. Has anybody seen a cock?' All the women stood up. 'No, no that wasn't what I meant either. Has anybody seen a cock that doesn't belong to them?' ..... Half the women stood up. 'No, no, no, that wasn't what I meant either. What I really mean is has anybody seen MY cock?' Sixteen alter boys, two priests and a goat stood up.

## **SALTSCAR III – ADVENTURES IN THE CARIBBEAN**

Saltscar III, the Captain John and 1<sup>st</sup> mate Sue arrived in Trinidad on 31<sup>st</sup> May 2003 exactly one year to the date from leaving Port Credit Yacht Club in Toronto Canada.

Our first leg took us from Toronto Lake Ontario to Halifax Nova Scotia, 1500 nautical miles. It was exciting to sail into places we usually drove to – Montreal, for example and Quebec City. In Quebec we encountered tides for the very first time and experienced a 14ft tide leaving the city. The St. Lawrence Sea Way was quite a challenge, negotiating locks and keeping out of the way of huge tankers! We were joined in Halifax by our crew, Gary and Mark and set sail on 8<sup>th</sup> July for Bermuda, our first Atlantic passage which took us nine days. After ‘sitting out’ the hurricane season in Bermuda we had another nine days at sea to reach the British Virgin Islands where our island trek took us south to Trinidad.

Our goal to reach Trinidad was to mainly have some work done on our twenty year old boat. The major work was to have new teak decks laid, and after much research and quotations from Canada the States and Antigua – Trinidad was our choice. We secured a berth in Coral Cove marina in Chaguaramas’ which is a huge boating area with seven large marinas a few small ones and plenty of boat yards. It is possible to have any work imaginable performed to every part of a boat; however it is always done on ‘Island time’ but always with a ‘Trini smile’!!! Our Trinidad experience was a wonderful one, much as our Hartlepool experience has been. We were welcomed by friendly, helpful people who became our friends.

Coral Cove Marina became our home for almost a year. We found a master carpenter in the marina next door to Coral Cove and our new teak decks were fitted by Mr. Lennox Stewart and his two carpenters, within Lennox’s time frame of eight weeks and within his estimated price. Our beautiful decks were laid then the above deck paintwork looked tacky so a paintwork job was next, once again we found a great company headed by Alan Dowden who finished off the paintwork to perfection. While all this work was being carried out there were many things to keep us both occupied in Chaguaramas and of course in Trinidad and Tobago.

The Trini’s (as they call themselves) are extremely friendly and full of fun. Everything closes down about 4pm on a Friday afternoon and the whole country goes to ‘Lime’ until Monday morning. (A Lime) is described as any type of get together that involves having fun and a rum drink or a Stag – the local beer! Once our work was completed we were ready to cruise the islands. The first stop was Trini in Grenada an 84ml trek north. The usual plan was to wait for a good weather window and set sail from Scotland Bay, (approximately 5mls north of Chaguaramas ) at 3am, hopefully to arrive in Prickley Bay, the south end of Grenada at 4pm before dusk. This is usually attainable and with a favourable wind and currents can be done in 10hrs.

Our first visit to Prickley Bay was prior to hurricane Ivan. The anchorage was large and surrounded by beautiful lush vegetation. Our second visit was after Ivan and we both second guessed ourselves as to the accuracy of destination, there was very little vegetation and the houses that we could see all had blue roofs, we then realised that the blue roofs were actually blue plastic tarpaulins, the devastation was really shocking. The next five months we spent cruising around the islands. People ask, 'which is your favourite'? This is a very difficult question to answer as they are all unique in their own way and the locals and fellow cruisers that you meet make each one very special. We enjoyed our Caribbean experience very much but we are now ready to try out the Mediterranean and look for further new adventures.

**Sue Feldman, Saltscar III**

**Look at this really good Website: [www.sailtales.co.uk](http://www.sailtales.co.uk)**

### **SLOW AND STEADY...**

After three years on the Internet Sailtales.co.uk continues to evolve. This year we launched our private advertisement section where members can advertise anything boaty for as long as they like completely free of charge. As always we try to offer more than other sites so, our new advertising service includes a unique contact manager called 'My Messages' which allows you to discuss details of your advertised items with potential buyers without giving away any personal contact details until you are ready to do so. This was an important consideration in these times of prolific 'spammers' and 'scammers' and we believe that more sites will have to offer this level of confidentiality in the future. The service also ensures that advertisements are current by automatically expiring them after 14 days unless the seller has re-visited them in that time. I don't know about you but, when I was looking for a dinghy I responded to a number of Internet adverts for boats which had already been sold. So this time limitation encourages advertisers to 'tend' to their advertisements while they are trying to sell and, as a reward for doing this, your advertisement then goes right to the top of the listings. In addition to all of this, each advert can have up to 3 high quality pictures and as much text as you need. When your item sells you can just forget about the advertisement knowing it will expire or you could re-write it with new pictures in order to sell something else. Why not post a 'wanted' advertisement?

The core purpose of SailTales.co.uk remains the sharing of nautical stories and experiences and marina and charter recommendations. Our next project is to re-vitalise the story section into a more magazine type of look and feel. I think that sailing forums and blogs are a wonderful way to share sailing experiences with others but they are not for everyone and Sail Tales offers an alternative.

Pop [www.sailtales.co.uk](http://www.sailtales.co.uk) into your browser and take a look at our pages, download our tiny year planner, try our marine quizzes, browse our advertisements, send us your picture for our banner, read our stories and then ... please tell us yours. We look forward to seeing you there. **Skipper**

## HARTLEPOOL EARTHQUAKE APPEAL

As you are now probably aware, a massive earthquake measuring 5.8 on the Richter scale struck Hartlepool in the early hours of Tuesday morning. At the epicentre in West Hartlepool, victims were seen roaming aimlessly around the streets muttering, 'Wheey's keeys are theese'. The earthquake decimated the entire area causing mayhem and about 30 quid's worth of damage. Several priceless collections of ashtrays from the Balearics and Tenerife were damaged beyond repair. Three historic areas of burnt out cars, some over seven years old were also disturbed in the quake. Many locals were awoken even before their Giro's arrived. The Hartlepool Mail reported that hundreds of locals were very confused and bewildered and still trying to come to terms with the loss of Ladbrokes and the Prize Bingo.

One resident, a Miss Sharon Smith, a 15 year old mother of six said, 'It was a shock to my little Chardonnay Mercedes. She came into my room crying and put me and Winston right off our stroke, but my youngest two Tyler Morgan and Brooklyn Romeo Rainbow luckily slept through it all'. Apparently looting, mugging and car crime did carry on as normal. The Red Cross has so far managed to ship 4000 crates of lager into the area to help the stricken locals. Rescue workers are still searching through the rubble and have recovered large amounts of belongings including Benefit Books, jewellery by Elizabeth Duke at Argos and finest bone china from Mad Harry's stall.

**HOW CAN YOU HELP?** This appeal is to raise money for food and clothes parcels for those caught up in the disaster. Clothing is urgently needed, and amongst the most sought after items are – **Fila or Burberry Baseball Caps, Kappa Tracksuit Tops (his and hers) Adidas Trackie Bottoms 3/4 length, White Socks, Rockport Boots and anything else from the Donnay Shop. Food Parcels must take into consideration local tastes and should include – Micro Meals, Pot Noodles, Baked Beans, Super Noodles, Sausage Rolls and Greggs Pasties for the babies. Special Brew or White Lightning would also be gratefully received.**

**REMEMBER** – 22p buys a Biro to help fill in a compensation form or a betting slip, £2.00 buys chips with curry and Blue Panda Pop for a family of nine, £5.00 buys 20 Benson & Hedges and a box of matches to calm the nerves of a grieving ten year old that's lost his nicked X Box. Please don't send tents for shelter as the posh accommodation would be unfair to the residents of Owton Manor, Belle View and Brus. **Thank you for your help and donations.**

### IRISH DIET

An Irishman was terribly overweight, so his doctor put him on a diet. 'I want you to eat regularly for two days, then skip a day, and repeat this procedure for two weeks. The next time I see you, you should have lost at least 5 pounds.' When the Irishman returned, he shocked the doctor by having lost nearly 30 pounds! 'Why, that's amazing!' the doctor said. 'Did you follow my instructions?' The Irishman nodded, 'I'll tell you though, by jaesuz, I t'au't I were going to drop dead dat 3<sup>rd</sup> day.' 'From hunger, you mean?' 'No from F\*\*\*\*\* Skipping!' the Irishman replied.