



MARINA MATES



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A HUGE SUCCESS – MARITIME FESTIVAL

Many, many thanks for those who took part in the parade of craft on the Sunday of the **Maritime festival**. It was a resounding success.

For the benefit of those not present, the plan was that 'Princess Royal' would lead a procession of craft around the water sports area to provide a spectacle for the festival. The simple briefing was '*if you want to take part listen on channel 6 for instruction at 1330 hours*'. The instructions were, leave your berth now and make 3 anticlockwise circuits of the water sports area flying flags bunting and sounding horns.

Simple you might think. What I didn't account for was 43 vessels taking part and after the first lap was completed there was still a queue of craft waiting to enter. I then transmitted on channel 6 to make only 1 lap then return to berth. The parade still lasted 35 minutes. Brilliant, thank you all once again, the sight from the shore was spectacular. Once again with the help of berth holders another maritime festival has been a great success.

Watch this space for news on the lantern boat parade in December. Start collecting 12 volt Christmas lights now and let's make this even bigger.

In the next addition there will be exciting news regarding The Tall Ships.

Allan
Marina Office

SUNDERLAND AIRSHOW

On Sunday 30th July, we sailed up to Sunderland to anchor off and watch the air show from sea. It was a cracking S/Westerly wind blowing about 12kts and gusting 20+kts. We went up with Alpagro and another couple of Hartlepool boats; we set off at 09.00hrs and were there by 12.00hrs after a really brisk sail. There must have been 30+ boats anchored off to watch the show in glorious sunshine but also very strong gusty winds.

We upped anchor at 16.00hrs and headed home after a great day, (even catching a couple of Mackerel). The wind was even stronger going back but still S/W. The sail home was even better and we were doing 7.7knts frequently, with all sails set including mizzen and stay sail! We arrived back at Hartlepool at 18.30hrs after a fantastic sail and I can highly recommend it for next year. **'Kes'**

AROMA'S AT SEA!

Take four to six people who can only bring limited changes of clothing on board and place them in the close confines of a yacht. Make them wear thick clothing and rubber boots. Add regular physical exercise to really work up a sweat. Ensure the limited supply of water to wash in combined with the cramped conditions of the heads which make them unwilling or unable to wash. Prevent any airflow through the cabin by keeping all the hatches closed in case a freak wave breaks over the boat. Feed them on bacon and egg butties, beer and the odd curry, install a tiny toilet with yards of piping in which pong's can fester (and do). So it's no wonder that the first port of call upon tying up is the shower block before the pub after spending a few days at sea.

AS THE CROW FLIES!

Crows are not sea birds and will head for land by the most direct route (as the crow flies). When unsure of their position in coastal waters, ships would release a caged crow. The crow would fly upwards until it spotted land and then head for the shore, giving the vessel some sort of navigational fix. The best place to follow the crow's progress was from a platform near the top of the mast – the crow's nest.

THE SEA BED

The colour of the sea is largely dictated by the nature of the seabed and how deep the water is. This simple old rhyme offers practical advice to the uncertain sailor.

***Brown, brown, run aground,
White, white, you just might,
Green, green, nice and clean,
Blue, blue, run safely through.***

NAUTICAL TERMS – BY THOMAS GRAY

GENERAL CAUTION

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

TWO VESSELS MEETING

When you see three lights ahead – Port your helm, and show your red

TWO VESSELS PASSING

Green to Green, or Red to Red – Perfect safety, go straight ahead.

With all the hot weather we have been having lately, I have noticed that by mid afternoon a very gusty sea breeze develops. As other hot countries have names for their winds I thought we would christen ours, **THE HARTLEPOOL HOOLIE!!!**
Chris Park

AN IRISH PIGGY BANK?

An Irishman goes to the Doctor with botty problems, 'Doctor, it's me ahrse. I'd loik ya ta teyhk a look, if ya woot'. So the Doctor gets him to drop his pants and takes a look. 'Incredible' he says, 'there's a £20 note lodged up here'. Tentatively he eases the twenty out of the man's bottom and then a £10 note appears. 'This is amazing!' exclaims the Doctor. 'What do you want me to do?' 'Well fur gadness sake teyhk it out, man!' shrieks the patient. The Doctor pulls out the tenner and another twenty appears, and another and another and another etc... Finally the last notes comes out, and no more appear. 'Ah Dactor, tank ya koindly, dat's much better. Just out of interest, how much was in dare den?' The Doctor counts the pile of cash, '£1,990 exactly.' 'Ah, dat'd be roit,' says the Irishman, 'I knew I wasn't feeling two grand.'

MAN OVERBOARD!

This is the cry no sea goer wants to hear but how much worse would it be to know that, as you slipped and fell into the water, no one knew you had gone? The lone fisherman or yachtsman has always been in grave danger if they become a 'MOB' and their craft sails on without them, but now there is hope. The RNLI has developed a pioneering new system that is expected to improve safety at sea for all its users. The MOB Guardian can automatically alert search and rescue organisations if sea users get into trouble – and pinpoint their whereabouts.

Users of the system will be able to carry a device on their boat that is tracked via a satellite. If the monitoring system loses contact with the vessel or detects that it has not arrived back in port when expected, it raises the alarm. Most importantly, the MOB Guardian device features personal safety equipment designed to be worn by crew members. In the case of a MOB incident, the system will sound an alarm in the wheelhouse of the vessel and alert the relevant search and rescue agencies within 45 seconds.

The MOB Guardian will be available from April 2006 through the marine equipment manufacturer McMurdo, which has exclusive rights to manufacture market and distribute the system worldwide. Fishermen will be able to buy the MOB Guardian at a subsidised rate.

Article taken from 'The Lifeboat 2005/2006

TIDAL MEANINGS

The oceans that cover the Earth are subject to the gravitational pull of the Moon and the Sun. These forces coupled, with the rotation of the Earth, give rise to the tides that cause the water level to rise and fall around our coasts. The coming and going of this expanse of water results in tidal streams and these can dramatically help or hinder a sailor trying to get from A to B.

The direction and rates of tide are recorded in Tidal Atlases and Almanacs, which allow the sailor to see whether the movement of the water will be with or against him, allowing him to plan his passage to his best advantage. If it's with him, he may be in port up to an hour or two sooner, (and the pub's still open), if against him, he may not get there at all. Sailing against a foul tide (one that is running in the opposite direction to the way that you want to go) can be the equivalent of walking up the down escalator, i.e. plenty of movement but little or no progress.

Tides are often accelerated as they are pushed around headlands or between landmasses, (The Farne Islands and Holy Island are quite good examples). Tides of around two knots are common around Britain's coast, although flows of sixteen knots plus have been recorded in Scotland and other places; these are usually followed by quite severe over falls which can be very daunting to say the least. But they usually only last for a short distance then every thing returns to normality. (**But not always.**)

HOW TO READ A BAROMETER

Every yacht should have a barometer on board. The rule of thumb is that the higher the pressure the more settled the weather, and vice versa.

Falling steadily A sign of bad weather

Rising steadily A sign of good weather

Falling rapidly Bad weather and gales coming soon

Rising rapidly Better weather, though it may be short-lived

THE SUN (it's that infrequently seen shiny thing in the sky)

Red sky at night, sailors delight (or shepherds hut alight)

Red sky in the morning, sailors warning.

On a normal day the sun appears red as it sets and is orange when it pops up in the morning. Changes to these colours tell sailors (and shepherds I suppose) that some sort of weather disturbance is on its way. If the morning sun appears very red, it's because the air it is shining through will be unusually dry cold air, and it is safe to predict that wind and rain will soon follow. If you see the sun at all, then it's a flaming bonus!

THE CHALLENGE 2006.

A Single-handed Circumnavigation of the United Kingdom in aid of the Ellen MacArthur Trust.

Katie and Elektra reach half distance point.

It all started two years ago when Katie passed her Day Skipper course in Minorca. She declared to her mother "I'm going to sail around the UK single-handed". When they got home to Blighty the initial plans were formulated. When, how, what boat, what for? Katie answered all of the questions and the project was born.

Two years of hard work later she has purchased the boat, Elektra, refurbished her, equipped her, pampered and painted her. Then the sponsors were selected. Crusader, Raymarine, Gul, Elite, Ernst and Young, Foxsoft, Tohatsu, Imray, Facnor, McMurdo, Holt, Downwind and many others. All had their part to play in making the challenge a success.

Then the boat needed to be put in the water. Katie had trepidation and fear. Would she float? Were the sea cocks closed? Careful on the crane, carefully lower her into the water. She floats, beaming smile. No engine, no sails, she's going nowhere yet. That was February 14th, St Valentine's Day and Katie looked like she had received a sack full of cards. She didn't want to leave Elektra alone so stayed with her during February and March while sails were being cut and shaped and rigging measured and made and stem head fittings designed and fabricated and chain plates replaced. It was a lot of hard cold work and harder colder nights aboard.

Then suddenly it was April and Elektra needed to move from Poole to Hamble. Trial sails were arranged in Poole Harbour and suddenly she was alive, Katie and Elektra were a team and all the work seemed to have been worth it. Now Katie had to learn to sail Elektra single-handedly, safely, competently and capably. The sail from Poole to Hamble proved that more work was needed to make the 2400-mile challenge safe and secure. The improvements were made and single-handed trial sails made. Nearly ready to go, more trepidation, can we really do it? Of course we can.

April 20th and with a fair tide the first stage to Gosport was completed and confidence growing. Next to Brighton, a longer cruise and the challenge has really started. Now it's 7th June with 1000 nautical miles gone Katie and Elektra are at the halfway stage and entering the Caledonian Canal. For the first time Elektra will be heading south rather than North and her course will take her closer to home rather than away. She will also be getting closer to the finish line, Universal Marina on the Hamble.

So many new friends have been made and so many places visited and this is only half way. No doubt there will be many more during the second half of the challenge.

The Challenge 2006 was conceived to raise money for the Ellen MacArthur Trust to enable even more children with cancer to experience the thrills and beauty of sailing. If you want to help, visit the website, www.thechallenge2006.co.uk where you can follow the progress of Katie and Elektra and if you can, make a donation. Katie has now completed her circumnavigation of the UK which is no mean feat, so congratulations from all her friends in Hartlepool. **Well done Katie and we really enjoyed your stay with us when you were storm bound in Hartlepool. Mike**

FUNNIES

An Australian, an Irishman and a Geordie are in a bar. They're staring at another man sitting on his own at a table in the corner. He's so familiar, and not recognising him is driving them mad. They stare and stare, and suddenly the Irishman twigs: 'My God it's Jesus'. Sure enough, it is Jesus, nursing a pint. Thrilled they send him over a pint of Guinness, a pint of Fosters and a bottle of Newcastle Brown Ale. Jesus accepts the drinks, smiles over at the three men, and drinks the pints slowly, one after the other.

After finishing the drinks he approaches the trio. He reaches for the hand of the Irishman and shakes it, thanking him for the Guinness. When he lets go, the Irishman gives a cry of amazement: 'My God! The arthritis I've had for 30 years is gone. It's a miracle!' Jesus shakes the Aussie's hand, thanking him for the lager. As he lets go, the mans eyes widen in shock. 'Strewth mate, the bad back I've had all my life is completely gone! It's a miracle.' Jesus then approaches the Geordie who knocks over a chair and a table to get away from the Son of God. 'What's wrong my son?' says Jesus. The Geordie shouts, f*** off, I'm on disability benefit!

Sex is like bridge, if you don't have a good partner you'd better have a good hand.

If we aren't supposed to eat animals, why are they made of meat?

If corn oil is made from corn and vegetable oil is made from vegetables, then what is baby oil made from?

Heard about the four foot spiritualist who escaped from jail? Police are looking for a small medium at large.

An elderly couple were attending a church service. About halfway through she leans over to her husband and says, 'I just had a silent fart what do you think I should do'? He replies, 'Put a new battery in your hearing aid'!

Why does mineral water that has trickled through mountains for centuries, have a sell by date?

You've turned into your dad the day you put aside a thin piece of wood specifically to stir paint.

IS THE TEMPTATION TOO GREAT?

A sailing club is a great way to get out onto the water more if you are unable to afford your own boat. I joined a club for this very reason and was happy to pay my fees which, I had calculated would be recouped after just one weekend on the club boat compared to what I normally have to fork out for a weekend in a charter boat. The club had one small yacht and almost 90 members. There were the usual committee members and they ran a reasonably busy and active club. A web site was used to keep members informed of events and this was backed up with broadcast email messages.

I joined around autumn and there were a number of emails asking for help to anti-foul, clean, polish and generally service the boat while it was propped up in the marina over winter. I agreed to go along and do my bit. It was bitterly cold but I enjoyed being in a boaty environment. It was a poor turn out though and the committee subsequently complained about a lack of commitment among the membership.

I heard that the club ran a 'Summer Cruise' and asked for a place on it. I was too late, it was already fully booked but I would be on the trip if anyone dropped out. They didn't and the cruise was completed without me.

The following year I got an email along with all other members announcing 'Summer Cruise – some places still available'. I had assumed that, as I'd been on the reserve list the previous year, I would be first in line this year ... wrong! The remaining dates did not suite me and I booked myself onto a training weekend for the end of the summer and was satisfied with that.

From reading the club's newsletters I realised that one particular member takes his family on the Summer Cruise almost every year. Another is always on the outgoing and return legs which are possibly the most interesting. Then I began to piece it together; the early and frequent calls for maintenance help, the late notification of the cruise dates, the guy who was always on every trip I made, the last minute calls to crew in a race (intelligent ballast) ... I think I know why there was a poor turn-out for maintenance, those members, like me, are probably fed up with finding that they are always missing out on the decent sailing opportunities.

Perhaps I am simply not a club sort of person. Well, actually I know I am not. Even so, I do not believe that anyone sets out to hog all the benefits and, if they do make sure that they and their mates are on the crew list before the general notification goes out they genuinely feel they deserve it because of all the hard work they have put in. But I feel they should ask themselves why they have to put in more work? Are they genuinely presenting equal opportunities to all the members?

After two years I thought not and voted with my feet. I used to think that, because of the need for a bottomless pit of money, boat ownership was a mug's game. Well, I no longer think that clubs are the answer and I'll be keeping an eye out for a little bargain of my own. **Anon**



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So, it's the middle of the season, you're just about to take that valuable week off and enjoy this expensive toy you call a Yacht.

But how can you get more out of that 8 year old sail that's looking a bit tired?

There are several things to do to set your sails up properly, and some of the simplest things that can give you that all-important half a knot!

Let's say, you have a fluttering leech. This could be caused by a wide variety of problems, which you should work through in order.

In the case of a fluttering headsail leech, first try moving the sheet lead forward before tightening the leech line. The leech line should be tightened just enough to stop the fluttering and no more. Avoid hooking the leech by over tightening the line. Try to remember to let it out again later, a permanently tight line can lead to the cloth just inside the leech stretching, causing a permanent hook!

If the sail is old, it could be stretch causing the fluttering. You can take two courses of action here. Of course, you could replace the sail or you could have the leech re-cut. However, re-cutting the leech is only an option if the sailcloth is in good enough condition in the first place.

Did you know: 'Alinghi,' the Swiss boat which won the America's Cup in 2003 took an average of 40-50 sails out on the water (in the tender) in each race and at the end of the campaign had 250 sails in her wardrobe!