



MARINA MATES



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AT LONG LAST – IMPORTANT ANNOUNCEMENT

For almost three years Hartlepool Marina Ltd has been trying to acquire the freehold interest in the marina. Completion has now taken place, this means that the future of Hartlepool Marina Ltd is now more secure and is not dependant upon the limitations of the lease.

My staff and I are looking forward to continuing to provide a service and will constantly strive for improvement.

Alan Henderson

WELCOME TO SUMMER?

Welcome to the summer sailing season (I hope it's better than last year) and also a very warm welcome to the new berth holders that have decided to use Hartlepool Marina as their base, good choice! We can't guarantee the weather but we can guarantee you a very pleasant stay. Also a reminder about **The Maritime Festival** taking place on **5th and 6th July**, The berth holders help is required to take part in a parade of sail on **Saturday 12.00hrs to 12.45hrs** to formally open the event, and again on the Sunday at the same time.

ROUND BRITAIN FOR THE RNLI

At the end of May Paul Churchley will be taking his 21ft Merry Fisher motor boat around Britain to raise funds for the RNLI. He will be setting out from Plymouth going clockwise and visiting 22 ports on his 1700 mile trip. He will be stopping off for 3 nights in each port to fundraise. Paul says that doing a trip in such a small boat will be a challenge but he has the support of the RNLI and he has satisfied them that the trip is well planned and properly equipped and that he has the appropriate experience. He has a web site so that you can follow his progress, www.roundbritain.org.uk so keep an eye open for him and dip into your pockets when you see him, it's all for a very good cause and it's certainly not an easy undertaking.

"I've had an article churning around in my computer for quite some time now – on renaming a boat. Seeing as there seems to be several new boats arriving and being purchased, I thought that this is the ideal time to air it. It's a bit long winded but I dug it out of quite an old prestigious yachting book, and this is the recognised ceremony for carrying out this ritual".

RENAMING YOUR BOAT. (AN IMPORTANT CEROMONY)

Everyone knows that renaming your boat will bring nothing but bad luck and make your boating experience something that you will want to forget. But what happens when, after months of searching, you find your dreamboat with a name that you just cannot live with. Renaming a boat is, of course, not something to be done lightly.

Since the beginning of time, sailors have sworn that there are unlucky ships and the unluckiest ships of all are those who have defied the gods and changed their names. So, is there a way to change a name and not incur the wrath of those deities that rule the elements? According to legend, each and every vessel is recorded by name in the Ledger of the Deep and is known personally to *Poseidon*, or *Neptune*, the god of the sea. If we wish to change the name of our boat, the first thing we must do is to purge its name from the Ledger of the Deep and from *Poseidon's* memory.

This is an involved process beginning with the removal or obliteration of every trace of the boat's current identity. This is essential and must be done thoroughly. I once went through the ceremony after the owner had assured me that every reference to his boat's old name had been purged from her. A couple of weeks later, he discovered he had missed a faded name on her floating key chain. I advised him to start over, perhaps with a little extra libation for the ruler of the sea. Unfortunately, he declined. Since then, his boat has been struck by lightning, had its engine ruined by the ingress of the sea, been damaged by collision and finally sunk! It pays to be thorough.

In purging your boat, it is acceptable to use White-Out or some similar obliterating fluid to expunge the boat's name from log books, engine and maintenance records etc., but it is much easier to simply remove the offending document from the boat and start afresh. Don't forget the life rings and especially the transom and forward name boards. **Do not under any circumstances carry aboard any item bearing your boat's new name until the purging and renaming ceremonies have been completed!** Once you are certain every reference to her old name has been removed from her, all that is left to do is to prepare a metal tag with the old name written on it in water-soluble ink. You will also need a bottle of reasonably good Champagne. Plain old sparkling wine just won't do! Begin by invoking the name of the ruler of the deep as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to expunge for all time from your records and recollection the name (here insert the old name of your vessel) which has ceased to be an entity in your kingdom. As proof thereof, we submit this ingot bearing her name to be corrupted through your powers and forever be purged from the sea. (At this point, the prepared metal tag is dropped from the bow of the boat into the sea.)

In grateful acknowledgement of your munificence and dispensation, we offer these libations to your majesty and your court. (Pour at least half of the bottle of Champagne into the sea from East to West). It is usual for the renaming ceremony to be conducted immediately following the purging ceremony, although it may be

done at any time after the purging ceremony. For this portion of the proceedings, you will need more Champagne, because you have a few more gods to appease.

Begin the renaming by again calling **Poseidon** as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to take unto your records and recollection this worthy vessel hereafter and for all time known as (Here insert the new name you have chosen), guarding her with your mighty arm and trident and ensuring her of safe and rapid passage throughout her journeys within your realm.

In appreciation of your munificence, dispensation and in honour of your greatness, we offer these libations to your majesty and your court. (At this point, one bottle of Champagne, less one glass for the skipper and one glass for the mate are poured into the sea from West to East.) The next step in the renaming ceremony is to appease the gods of the winds. This will assure you of fair winds and smooth seas. Because the four winds are brothers, it is permissible to invoke them all at the same time, however, during the ceremony; you must address each by name.

Begin in this manner:

Oh mighty rulers of the winds, through whose power our frail vessels traverse the wild and faceless deep, we implore you to grant this worthy vessel (Insert your boat's new name) the benefits and pleasures of your bounty, ensuring us of your gentle ministrations according to our needs.

(Facing north, pour a generous libation of Champagne into a Champagne flute and fling to the North as you intone :) ***Great Boreas, exalted ruler of the North Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your frigid breath.***

(Facing west, repeat and fling to the West while intoning :) ***Great Zephyrus, exalted ruler of the West Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your wild breath.***

(Facing east, repeat and fling to the East while intoning :) ***Great Eurus, exalted ruler of the East Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your mighty breath.***

(Facing south, repeat and fling to the South while intoning :) ***Great Notus, exalted ruler of the South Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your scalding breath.***

Of course, any champagne remaining will be the beginnings of a suitable celebration in honour of this auspicious and important occasion.

WOMEN!

A woman stopped by unannounced at her son's house. She knocked on the door, then immediately walked in. She was shocked to see her daughter in law lying on the couch, totally naked. Soft music was playing and the aroma of perfume filled the room. 'What are you doing?' she asked. 'I'm waiting for John to come home from work,' the daughter in law replied. 'But you're naked!' the mother in law exclaimed. 'This is my love dress.' The daughter in law explained. 'Love dress? But you're naked!' 'John loves me to wear this dress,' she explained. 'It excites him no end. Every time he sees me in this dress, he instantly becomes romantic and ravages me for hours on end. He can't get enough of me.' The mother in law left.

When she got home, she undressed, showered, put on her best perfume, and dimmed the lights, put on a romantic CD, laid on the couch waiting for her husband to come home. He walked in and saw her lying there provocatively. 'What are you doing?' he asked. 'This is my love dress,' she whispered sensually. 'Needs ironing,' he said. 'What's for tea I'm starving?'

A TRUE STORY

A young family moved into a house next door to a vacant building plot that was for sale. One day Joe, Steve and a gang of building workers turned up to start building on the plot. The young family's five year old daughter naturally took an interest in all the activity that was going on next door and started chatting to the workers.

She hung around and eventually the builders, all with hearts of gold, more or less adopted the little girl as a sort of project mascot. They chatted with her, let her sit with them while they had tea and dinner breaks, and gave her little jobs to do here and there to make her feel important. They even gave her, her very own hard hat and gloves.

At the end of the first week they presented her with a pay packet containing two pounds in ten pence coins. The little girl took her pay packet home to her mother who suggested that they take the money she had been given to the bank the next day to open a savings account. When they got to the bank the cashier was tickled pink listening to the little girl telling her about her work on the building site and the fact that she had been given a pay packet.

'You must have worked very hard to earn all this', said the bank cashier. The little girl proudly replied, 'I worked all last week with the men building a big house'. 'My goodness gracious', said the cashier, 'will you be working on the house again next week as well?' The little girl thought for a moment and said, 'I think so, provided those t**ts at J*****'s deliver the f**king bricks!'

I'd had a bit of a win at the bookies so decided to treat our lass. I bought her a fantastic fur coat made out of 200 hamster pelts (that's the furry part of the hamster) I then took her to Blackpool for the weekend. It took me two weeks to get her off the big wheel!

THE LATEST ON THE RED DIESEL DEBATE

MBY confirmed that the cost of red diesel could rise to more than £1 per litre from 1 November 2007. At that time HM Revenue & Customs were still ironing out some of the details of the change and had not made an official statement. However the basic terms of the long-awaited price hike were expected to be as follows:

- UK waterside diesel will remain dyed red and will be available from the same pump to leisure and commercial boaters;
- When buying waterside diesel, leisure boaters will have to pay the full rate of duty, if they are using the fuel for propulsion;
- If they are using it for heating purposes or other domestic uses, they will be able to buy it at the rebated rate;
- They will have to declare to the fuel vendor what proportion of each fuel purchase is for propulsion and what proportion is for heating;
- Leisure boaters will have to keep a record of fuel bought;
- The fuel vendor will also keep records of fuel sold and will declare to Customs what duty has been raised;
- Commercial boaters will be allowed to continue using red diesel at the current rebated rate.

Prior to the news, broken on Tuesday 28 February there were suggestions that the UK Government would follow the lead of Ireland, which announced its own red diesel measures.

Leisure boaters in Ireland will buy rebated red, and then pay back the remaining full duty themselves, before the end of the tax year. This solution was backed by the RYA and British Marine Federation as a possible way forward for the UK. The actual measures chosen by HM Revenue & Customs have the same end result - waterside prices brought up to roadside levels or more - but place less responsibility on the boat owner and more on the fuel vendor.

However, there will be an onus on the boat owner to declare fuel usage correctly as it will become a criminal offence for leisure boaters to use rebated red diesel for propulsion. Customs say it will not be the duty of the fuel vendor to verify a boat owner's declaration concerning his or her intended use of the fuel. The RYA and BMF are expected to comment on the developments imminently.

PS: As at 17th May 2008, latest price here stands at £0.83 in loose cans or £0.75 in fuel tanks (so not as bad as they expected ---- yet)!

HUSBAND STORE

A new store that sells husbands has recently opened in Hartlepool, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates. You may visit the store **ONLY ONCE!** There are six floors and the attributes of the men increase as the shopper ascends the flights. There is, however a catch.... You may choose any man from a particular floor, or you may choose to go up a floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband, on the first floor the sign on the door reads:

Floor 1 – These men have jobs and love the Lord. The second floor sign reads

Floor 2 – These men have jobs, love the Lord, and love kids. The third floor sign reads.

Floor 3 – These men have jobs, love the Lord, love kids, and are extremely good looking. ‘Wow,’ she thinks, but feels compelled to keep going.

She goes to the fourth floor and the sign reads:

Floor 4 – These men have jobs, love the Lord, love kids, are drop dead good looking and help with the housework. ‘Oh, mercy me!’ she exclaims, ‘I can hardly stand it!’ Still, she goes to the fifth floor and the sign reads:

Floor 5 - These men have jobs, love the Lord, love kids, are drop dead gorgeous, help with housework, and have a strong romantic streak.

She is so tempted to stay, but decides to go to the sixth floor and the sign reads:

Floor 6 – You are visitor 4,785,648 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store. Watch your step as you exit the building, and have a nice day!

IRISH v BLONDES

Two Irish engineers were standing at the base of a flagpole looking up. A blonde walks by and asks what they are doing. Paddy says, ‘We’re supposed to find the height of this flagpole but we have no ladders.’ The blonde takes a spanner from her handbag, undoes a couple of bolts and lays the flagpole down. She then pulls out a tape measure and announces that the flagpole is eighteen feet six inches and walks off. Mick says, ‘Typical isn’t that just like a blonde, we need the height and she gives us the length.’

Jack takes his wife to Hartlepool Hospital A&E department; she had no teeth, a broken nose and two black eyes. The doctor says, ‘What’s happened here?’ Jack says, ‘She was going through the change’. The doctor says, ‘That doesn’t happen with the change.’ Jack replies, ‘It does when it’s in my f----g pocket!’

BEWARE OF PLASTIC COVERED GUARD RAILS!

Not many folk know that when you 'remove' oxygen from the surface of stainless steel it can develop rust very rapidly. Dirt or surface contamination on a stainless steel boat fitting will prevent oxygen reaching the surface and the result is a telltale rust patch.

Put a good quality stainless steel boat fitting in stagnant water and the subsequent corrosion and loss of strength can be very rapid indeed. So be very wary of stainless steel plastic covered guard rails (banned now for some years for use on race boats) but can still be seen on yachts and power boats.

A small crack in the in the plastic coating due possibly to chafe or UV degradation can allow water to get in, it then becomes stagnant and the stainless steel starts to rust and the net result is that the wire can break without warning - - - **so be warned!**

THINK!

The day's like this. Thick fog (and it had been that way for two days) with a light Northerly wind.

A vessel goes to sea and turns "left" out of the piers. The people on board have no lifejackets, flares or VHF radio and only a mobile telephone. Soon after leaving port they suffer engine failure. A call for help using the mobile telephone is made to the local unmanned Coastguard office and they leave a message. Fortunately, a short time later the call is retrieved by the staff the local CG office, two lifeboats are launched to try and find the casualty.

The task is going to be difficult. The vessel, which has broken down in the fog is a RIB. Rubber dinghies do not return a signal on radar. The people on board have no VHF radio therefore the lifeboat is not able to trace them by DF (direction finding) radio transmissions.

What happens now? Do lifeboats trust to luck and local knowledge? The casualty has no idea where they are so HMCG is not able work out a drift pattern. Due to the poor / negative radar signature of the RIB they can not be seen on the lifeboat radar and other vessels. Thankfully, most scenarios such as this end happily with the casualty being found and recovered safely.

Please always have a VHF radio with you, always wear lifejackets (they're of no use to you stowed in a locker), always pay attention to the weather and tides, try to let someone ashore know what your intentions are and also check your engine and fuel.

If you must only have a portable telephone with you, dial 999 and ask for the Coastguard, no other number will get you assistance as quickly as calling the Coastguard. **But preferably make sure you have a VHF radio with you.**

A free RNLI booklet and DVD on SEA SAFETY can be obtained from the Marina Lock Office, Small Crafts Club, Tees & Hartlepool Yacht Club, by telephoning 0845 122 6999 or, download the information from www.rnli.org.uk

A woman in her fifties went to a plastic surgeon for a face lift. The surgeon told her about a new procedure called, 'The Knob', where a small knob is placed on the top of a woman's head and can be turned to tighten up her skin to produce the effect of a brand new face lift. Of course the woman wanted 'The Knob'. Over the course of the years, the woman remained young looking and vibrant. After fifteen years, the woman returned to the surgeon with two problems. 'All these years, everything has been working fine. I've had to turn the knob many times and I've always loved the results. But now I've developed two annoying problems. First, I have these terrible bags under my eyes and the knob won't get rid of them.' The surgeon looked at her closely and said, 'Those aren't bags, those are your breasts.' She said, 'Well, I guess there's no point in mentioning the goatee.'

RUN THAT PAST ME AGAIN . . .

The vessel knows where it is at all times. It knows this because it knows where it isn't, by subtracting where it is from where it isn't, or where it isn't from where it is (whichever is the greater), it obtains a difference, or deviation. The GPS uses deviations to generate error signal commands that instruct the vessel to move from a position where it is to a position where it isn't, arriving at a position where it wasn't, or now is. Consequently, the position where it is is now the position where it wasn't; thus, it follows logically that the position where it was is the position where it isn't. In the event that it's in the position where it wasn't, the GPS has acquired a variation. Variations are caused by external factors, the discussions of which are beyond the scope of this report.

A variation is the difference between where the vessel is and where the vessel wasn't. If the variation is considered to be a factor of significant magnitude, a correction may be applied by the use of the autohelm system. However, use of this correction requires that the vessel now knows where it was because the variation has modified some of the information which the vessel has, so it is sure where it isn't.

Nevertheless, the vessel is sure where it isn't (within reason) and it knows where it was. It now subtracts where it should be from where it isn't, where it ought to be from where it wasn't (or vice~versa) and integrates the difference with the product of where it shouldn't be and where it was; thus obtaining the difference between deviation and its variation which is a variable constant called '**error**'. (**Anyone out there make any sense of this? ~ answers on a postcard!**)

A FEW THOUGHTS TO PONDER OVER

I intend to live forever, so far so good!

What happens if you get scared half to death twice?

If your parents never had children, chances are you won't either.

The early bird catches the worm, but the second mouse gets the cheese.