



# MARINA MATES



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## *The Marina Staff*

**WOULD LIKE TO TAKE THIS OPPORTUNITY  
TO WISH ALL BERTH HOLDERS A VERY  
MERRY, HAPPY AND HEALTHY CHRISTMAS  
AND A FANTASTIC NEW YEAR  
SAFE SAILING IN 2011!**



## **SMALL CAN BE BEAUTIFUL !**

***“Most people own a boat larger than they need or want”***



I'm going to start by addressing the issue of boat ownership itself. In doing so, I will have to touch on some areas where angels fear to tread, so foolishly let me begin.

I am sure you will have heard of the “Peter Principle”, whereby people in an organisation hold their current position by dint of their performance in previous jobs, and so rise to the level of their incompetence. MacPhail’s variant, derived from year’s experience of running a chandlery, states that: Have I any evidence for this? Well, the usage rates of non-racing craft - I deliberately omit here the racing fraternity who often commit heavily to their boats both in terms of time and money - are strikingly low. On an average weekend between May and September - in the UK - some 3-5% of boats are away from their moorings or marina berths according to informal soundings taken from harbour masters and marina operators. Put the other way round, that’s 95-97% of boats unused, and that is a phenomenon which bears casual confirmation. Now, call me naive, but I thought the point of owning a boat for pleasure was to get onto the water, so unless a good many people revel in the cachet of simply owning a boat, some thing is going slightly wrong here. I cannot determine the reasons for lack of use from first principles, but have to reduce them from those with whom I come into contact. Roughly in order of precedence, they are as follows:

- Lack of time - to afford to own and maintain such a fine craft, one must have a pretty high-powered job. In these straightened times, holding down said job is so time-consuming that there is little time, or energy, left over for the boat.
- The family aren’t interested - “I bought it because my partner/family wanted a larger/more comfortable boat (but in fact it turns out that they are not really interested after all)”. So finding “quality time” for the family to assuage the guilt of spending yet more money on your own interest reduces the time available for boating.
- Lack of crew (often a corollary of 2) - “I can never get a crew together on a regular basis, at least not the sort of people who know what they are doing”. I sometimes wonder whether crew are needed primarily to help sail the boat, or more to boost the owner’s confidence.
- Bigger is better - “I thought I ought to get a bigger boat so we could go further afield”. At the risk of biting the hand that feeds me, there does seem to be an inexorable pressure from peer groups, the media, and a cultural notion of “progress” to go bigger, and hence better all the time. In the context of boat ownership, it is often self-defeating. Those with car-toppable or trailable boats routinely go further afield than those with

larger craft. Given the limited time available to most of us, chartering is surely the better bet for exploring new waters.

- The cost - "I'll skip it this year because I can't afford it just now"

If you recognise any of the above constraints, it may be time to re-evaluate your ownership of a boat. Start by doing the thing you should never do for a leisure activity. Add up the number of hours spent using your boat this last season on the one hand, versus the expense (including depreciation and capital costs) and hours spent on upkeep (costed at the same rate as your local yard, if you are feeling brave) on the other. Does it make sense, either in absolute terms, i.e. total amount of money or time, or as £/hour? What do these figures represent in terms of weeks chartering, a family holiday, or time spent doing other things? I have to say that the only groups of people who add up the costs regularly are either professional boat users - such as fishermen, charter operators and boat builders - or those who are in a syndicate who need to reclaim their 1/2 or 2/3 or whatever from the other owners. We ordinary mortals usually don't want to know, even though the household and or car expenses may be scrutinised in detail.

Enough cold calculation let us now turn to address the issues in a more positive way, by suggesting a few solutions:

If you suffer from lack of time, perhaps the most obvious thing to do is to make more time for boating. This is not quite as facile as it sounds, since almost all of us are under pressure of time, doing more of one activity necessarily displaces another to some extent. A theory I heard propounded a few years ago was that we only have time for  $2\frac{1}{2}$  activities, one of which is usually our job. That leaves  $1\frac{1}{2}$  for all our other commitments. Is your boating a "1", a " $\frac{1}{2}$ ", or does it vie with a host of other activities for the odd spare moments? Another option is to make your existing boat easier to use by basing it closer to home or at a marina, even if this does involve a trade-off of expense versus time. Or you can base the existing boat in an area where shorter trips are more readily available. This will almost certainly be more expensive in absolute terms, but not necessarily in £/hours used. Perhaps you can reduce the preparation time for going boating; by kitting the boat out with enough food, water, fuel etc to enable you to go with minimum delay should an unexpected opportunity arise. Finally, there is always the option of selling the boat and chartering, or borrowing, when required, thus freeing up the time spent on maintenance.

If it is the case that your family are not quite so enthusiastic as yourself, that often stems from a misconception of the dangers or difficulty of boating. You stand a good chance of terminally discouraging non-boating members of your family if

- The only worthwhile outings are days long
- Your time pressures are such that you have to go on specific days or weekends, come what may
- Merely getting to the boat is a significant evolution in its own right

- You don't involve them. For instance, the skipper does not always - indeed should not always - need to be at the helm. I will not even mention the relative merits of kitchens versus galleys!
- There is only one possible way of doing things. Much of the ink and hot air devoted to "seamanship" could be saved if it were remembered more often that the end - of delivering the boat and crew safely to their destination without inconvenience to others - justifies any means that work reliably.

It is often hard to accept that other members of the family don't share your enthusiasm - I must make allowances for the fact that my wife considers a bus timetable an essential piece of sailing equipment - but set against that is the enormous appeal of "messing about in boats". If you are able at relatively short notice to take advantage of good conditions to involve the family, and so slowly - it may take years - but surely build the confidence, enjoyment and skills, you will have crew for life. If you really are on your own, it is probably best to accept it. My wife would rather go to ballet on her own than have me fidgeting in the next seat trying to get enough light to do the crossword.

Lack of crew is not an uncommon problem, usually most successfully solved by sharing the ownership of the boat, or joining a club to get readier access to a pool of skills. Another approach is to modify the boat and/or mooring arrangements to allow easier single-handing

Lastly, if the main problem is that the boat is simply too big or expensive, then apart from sharing ownership, the answer is obvious! And bear in mind that, as mentioned above, many people find it hard to get skilled crew, so it is not usually too much of a problem getting sailing even if you don't have a boat

There is an approach cuts across all these issues, and that is to have a smaller boat - unless are starting from a single- seater kayak or windsurfer in which case there is really nowhere to go. Think of some of the freedoms which a smaller boat can confer:

- Lower initial outlay, or higher quality for the same outlay, or, a solution a number of people find rewarding, a "bespoke" boat for the same outlay. There has perhaps never been as wide a choice of custom - or semi-custom - built boats as there is now. Many are the sort of craft which can give real pride of ownership.
- Lower maintenance costs - partly because you will need smaller quantities or sizes of items which need replacing - i.e. rope, rigging, paint and so on. It may also be that many of the maintenance tasks could now be done yourself, even if time is short
- Lower storage costs - especially if the boat is car-toppable or trailable since you might be able to be based at home, in which case finding the time for maintenance becomes that much easier
- Fewer things to maintain, so the boat tends to be easier to keep in good shape, thus increasing seaworthiness and eventual re-sale value

- Shorter trips seem more adventurous in small boats, and you can explore smaller creeks impossible for larger boats. Short trips are good for involving the family - if you reckon on 15-20 minutes per year of age maximum per trip for children; you stand a good chance of keeping their interest and enthusiasm, even if you do lose them to the racing circuit for a few years.
- Finally, the consequences of a minor error of judgement such as unscheduled contact, either with terra firma or someone else's belongings, are usually less serious in a smaller boat.

"It is my opinion that the double-paddle canoe gives the most fun for the money of any type of boat a person can possess, and I must say that it is my favorite form of aquatic sport."

You don't have to settle for a canoe, but mull it over. One of the purposes of running a business like Classic Marine is to help more people own a boat which suits their real needs, looks good, and which works well. Most importantly, it should provide the fun that is at the heart of owning your own boat.

Moray MacPhail [www.classicmarine.co.uk](http://www.classicmarine.co.uk)

### **FACT!**

In the 16<sup>th</sup> and 17<sup>th</sup> century everything had to be transported by ship and it was also before the invention of commercial fertilizers, so large shipments of manure were quite common. It was shipped in a dry state because in a dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began to take place of which a by product is Methane gas of course. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane gas began to build up below decks and it only took someone to go below with a lantern to check the cargo etc at night, **BOOOOOM!**

At least several ships were destroyed before it was determined what was happening and what was the cause. After that, the bundles were always stamped or marked with the instructions, 'Stow high in transit' on them. This meant that the sailors had to stow it high enough off the lower decks so that water that came into the hold wouldn't touch this volatile cargo and start the production of Methane gas. Thus evolved the term **S.H.I.T.** (Stow High In Transit) which has come down through the centuries and is still in use to this very day. You probably didn't know the true history of this word. Neither did I, I always thought that it was just an often used sailing term.

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 Paddy was waiting at the bus stop when a lorry drove by loaded with rolls of turf. Paddy said, 'I'm gonna do dat when I win the lottery'. 'What's dat?' says his mate. 'Send me lawn away to be cut,' he replies.

A new recruit assigned to submarines is trying to impress the Master Chief with his expertise learned in Sub School. The Master Chief cuts him off

quickly, saying, "Listen, it's really simple. Add the number of times we dive to the number of times we surface. Divide by two. If the result doesn't come out even, don't open the hatch."

### **THE ZOO KEEPER**

A man starts his new job at the zoo and is given three tasks. First is to clear the weed from the exotic fish pool, as he starts to clean it a huge fish jumps out of the water and bites him. To show who is boss, he beats it to death with a spade. Realising his employer won't be best pleased; he disposes of the fish by feeding it to the lions, as lions will eat anything. Moving on to the second job of clearing out the chimp house, he is attacked by the chimps that pelt him with coconuts. He swipes at two of the chimps with a spade killing them both. What can he do? Feed them to the lions, he says to himself, because lions will eat anything. He hurls the corpses into the lion enclosure.

He moves to his last job which is to collect honey from the South American Bees. As soon as he starts, he is attacked by the colony of bees. He grabs the spade and smashes as many bees as he can to a pulp. By now he knows exactly what to do and throws them into the lion's cage because lions will eat anything. Later that day a new lion arrives at the zoo. He wanders up to another lion and says, 'What's the food like here?' the lion replies; 'Absolutely brilliant! Today we had Fish and Chimps with Mushy Bees.'

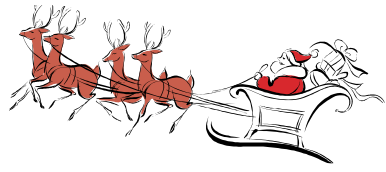
### **THE EARRING**

Traditionally a sailor who has rounded Cape Horn was entitled to wear a gold loop earring – in the left ear, the one which had faced the Horn in a typical eastbound passage. Pirates were said to wear a gold earring to ensure they didn't die a pauper and had enough money to pay for a funeral and burial should their bodies ever be washed ashore after a shipwreck.

From this knowledge I can only surmise that there are a good few hundred youths and older men that have rounded Cape Horn both ways! On a Friday and Saturday night you can see them tacking up and down Church Street in a very erratic manner festooned with earrings, studs and various other bits and pieces of decorative adornments. Either they are all well travelled or just well oiled – who knows! *Editor*

I have a new chat up line that works every time!! It doesn't matter how gorgeous or out of my league a woman might be, this line is a winner & I **always** end up in bed with them.....Here's how it goes 'Excuse me love, could I ask your opinion? Does this damp cloth smell like chloroform to you?'

I'd just come out of the shop with a meat and potato pie, large chips, mushy peas & a jumbo sausage. A poor homeless man sat there and said, 'I've not eaten for two days' - I told him 'I wish I had your will power.'



## **ROGUES YARN**

The colours running through line (usually braided) is called Rogues Yarn, it once denoted that it belonged to the Admiralty and was used to help prevent theft by the matealots and being sold on the black-market. Nowadays it usually signifies the lines material i.e. – Orange denotes polypropylene, Green Nylon, Blue Polyester, other colours can denote the company that manufactured the line.

## **OCEANS OF WASTE!**

According to the United Nations there are 46,000 pieces of plastic litter per square mile of ocean worldwide. Over a million birds and 100,000 marine mammals and turtles die every year from entanglement or ingestion of plastics. The average Fulmar in the North Sea has ten pieces of plastic in its stomach. A UK beach has on average 2,000 pieces of litter per kilometre, 'Beach litter is now a problem on a global scale with major impacts on wildlife costing the UK alone millions of pounds annually in clean up costs,' said a Marine Conservation Society spokesman. You just have to witness the amount of floating rubbish that is removed from the marina two or three times a week to realise the scale of the problem. But the people that discard their rubbish over the side see it as not their problem but somebody else's, and they'll clear it up --- **WRONG IT IS YOUR PROBLEM, SO DON'T DUMP IT OVERBOARD PUT IT IN A BIN!!!!**

## **CONTAMINATION IN THE MARINA**

Don't pump out your contaminated bilges inside the marina (or out at sea for that matter) you should **NEVER** pump out your bilge if you suspect that it is contaminated with fuel or oil. One litre of diesel fuel can contaminate a million litres of water, spreading for hundreds of metres fouling lines, birds, boats and other marine life. Remove any excess fuel and oil with absorbent matting or other material before pumping out any bilge water. There have been incidents in the marina when this has not been done, resulting in large diesel slicks which not only contaminate the water but also smell. If anyone sees someone doing this please inform the marina immediately so they can remedy the situation – this affects everyone so please be diligent.

## **PROP WALK**

Going astern can be a nightmare, especially in a long keeler. Most propellers come with an inbuilt tendency to take the stern one way or the other, especially with the engine running astern.

The majority are said to be right handed, which means that looking from behind the prop is revolving in a clockwise direction when going ahead. The important thing is what happens when the engine is thrown into astern. A right handed prop will take the stern to port, a left handed to starboard. Before you can steer safely astern in a controlled manner it is vital to know which one you have. Once this is mastered going astern may not always be a doddle but it will be a lot easier. If you sail abroad in Greece, Turkey etc then the norm is stern to mooring usually against a stone harbour wall. But practice makes nearly perfect, but believe me it will still go wrong, but not as often and possibly in a controlled manner. (And then you can always blame the wife.)

## SAILING ----- WIKPEDIA

Sailing is the art of controlling a boat with large (usually fabric) foils called sails. By changing the rigging, rudder and sometimes the keel or centreboard, a sailor manages the force of the wind on the sails in order to change the direction and speed of a boat. Mastery of this skill requires experience in varying wind and sea conditions, as well as knowledge concerning sailboats themselves. While there are still some places in the world where sail powered passenger, fishing and trading vessels are used, these craft have become rarer as outboard motors and modified car engines have become available even in the poorest and most remote areas of the world. In most countries people enjoy sailing as a recreational activity. Recreational sailing or yachting can be divided into racing and cruising. Cruising includes extended trips but also short trips within sight of land and of course day sailing.

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Yesterday I was at my local CO-OP buying a large bag of Purina dog food for my loyal pet and was in the checkout queue when a woman behind me asked if I had a dog.

What did she think I had an elephant? So, since I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Purina Diet again. I added that I probably shouldn't, because I ended up in hospital last time, but that I'd lost 2 stones before I woke up in intensive care with tubes coming out of most of my orifices and IVs in both arms.

I told her that it was essentially a perfect diet and that the way that it works is to load your pockets with Purina nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again.

(I have to mention here that practically everyone in queue was now enthralled with my story.)

Horrified, she asked me if I ended up in intensive care because the dog food poisoned me. I told her no, I stepped off a curb to sniff an Irish Setter's arse and a car hit us both. I thought the guy behind her was going to have a heart attack he was laughing so hard. ***I'm now banned from the Co-op.***

What's the difference between a wife and a wheelie bin? You have to take the wheelie bin out once a week!

A young man gets a job in a supermarket, on the first day the manager greets him with a warm handshake, gives him a brush, and says, "Your first job is to sweep the floor" "But I'm an Oxford graduate with a double first", the young man replies indignantly. "Oh, I'm sorry, I didn't realise that", says the manager. "Here, give me the brush, I'll show you how".

## **THE BARGAIN MOORING**

Dear Sir,

With regard to your yacht "Shy Talk" which you purchased from us and subsequently left with us in one of our fully serviced swinging moorings, I have enclosed the invoice for the above and have written to clarify the extra charges that appear.

Firstly you will be aware of the gale force 5 which swept this area the night before last? At 7.30pm our night watchman went up to "The Jolly Wrecker" a pub with a fine selection of cask conditioned ales, to check that everyone was safe in the building. While there, in the interest of maintaining good relations with the landlord he stopped for a couple of pints, but ever mindful of his duty he elected to drink them in the chair furthest from the fire, as from there, by craning his neck he could overlook the moorings.

While so engaged he noticed that your yacht appeared to be dragging. This in itself was of course no real cause for concern as most of the boats in our care tend to do so at some time or another and it is considered to be quite normal.

Your boat appeared to stop dragging about 30m downwind of the red and white Danger Underwater Powerline signs. It was at this point that witnesses claimed to see a huge white flash closely followed by the blacking out of three neighbouring villages. While most people saw the funny side of it all, I felt it my duty to include the lost takings from "The Jolly Wrecker" with our bill, particularly as the local five a side shove ha'penny league were hosting their Steak night and A.G.M. At this point I should point out that we had to give your name and address to the local electricity board. While the above may have come as a bit of a shock, I must point out that such occurrences are very rare and can only add to the adventure that is sailing.

While we think on we also gave your address to some people from the Environment Agency who are down here investigating the finding of some 2000 electrocuted fish and over 300 part cooked waterfowl, many of which were the very rare Marsh Godwit.

Unfortunately the sudden release of 750,000 volts melted the mooring chain which in all fairness we have invoiced you for; as well as causing Shy Talk to burst into flames as she drifted rapidly upstream showering sparks in all directions. While not an immediate danger to shipping the sparks did manage to start fires in no less than seven thatched cottages along the river bank. While no people were hurt, a colony of rare Pipistrell Bats was cremated and the R.S.P.C.A. as well as the affected homeowners have taken your details.

At approximately 8.15pm the calor gas bottle aboard Shy Talk exploded, pieces of it by the most incredible bad luck hitting and bringing down the new Police helicopter. Luckily both pilots scrambled clear as it crashed onto the main road in front of the fire engines on their way to deal with the various out of control fires in the area. During the confusion the seven thatched cottages

burnt to the ground. The police and fire service have taken your address. Despite the explosion removing most of her topside Shy Talk remained afloat, and blazing, made a noble sight that was reminiscent of a jig-saw I had as a child depicting Drakes use of fire ships hundreds of years ago. She finally fetched up against the wooden dock that serves the fertiliser plant.

The plant, having only just been rebuilt had a state of the art fire protection system installed that should have alerted the authorities and extinguished the fire. Unfortunately the entire system was run from the national grid via a cable that crosses beneath the river just up from your moorings.

The resulting bang when the fertiliser tanks exploded broke windows over an area of some 16 square miles, and is thought to be responsible for the engine out of your boat being found some 4mls away embedded in a roof. The bad news being that before it could be recovered some one stole the Dyno-start, which in my view may be very difficult to replace.

We have also billed you for the recovery and storage of Shy Talks iron keel and engine block, and look forward to receiving your remittance by return post. If we can be of any future assistance please be assured of our prompt service.

By **M.C. Shepherd**

An old lady goes to the doctors and says, "Doctor, about every 30seconds I keep breaking wind. They don't smell and they are silent, is there anything you can do?"

The Doctor says, "Take these tablets and come back in a week." The next week the old lady goes back to the Doctors and says, "Doctor, what were those tablets you gave me? I'm still letting off but now they really stink." "Good", says the doctor, "that's your sinuses sorted out, now we'll work on your hearing".

Did you have a nice lunch? Asked the teacher as her pupils filed back into the classroom after school dinner. 'Yes Miss', David replied. 'I eaten seven potatoes' I think you mean ate, David' said the teacher.' No Miss, it was definitely seven!'

Men are like ~ **Floor tiles** If you lay them right the first time, you can walk all over them for years!

Men are like ~ **Horoscopes** They always tell you what to do and are usually wrong!

Men are like ~ **Crystal** Some look really good, but you can see right through them!

Men are like ~ **Lava lamps** Fun to look at, but not all that bright!

## **IF YOUR ARE UNHAPPY – READ ON**

Once upon a time, there was a non-conforming sparrow who decided not to fly south for the winter. However, soon the weather turned so cold that he reluctantly started to fly south. In a short time ice began to form on his wings and he fell to earth in a barnyard, almost frozen. A cow passed by and crapped on the little sparrow. The sparrow thought it was the end; however, the manure warmed him and defrosted his wings. Warm and Happy, able to breathe, he started to sing. Just then a large cat came by and hearing the chirping, investigated the sounds. The cat cleaned away the manure, found the chirping bird and promptly ate him.

### **The MORAL of the story is:**

1. Everyone who shits on you is not necessarily your enemy.
2. Everyone who gets you out of the shit is not necessarily your friend
3. And, if you're warm and happy in a pile of shit, keep your mouth shut!

## **THOUGHTS TO PONDER UPON AS 2010 DRAWS TO A CLOSE**

- I intend to live forever – so far, so good!
- What happens if you get scared ½ to death twice?
- 24 hours in a day – 24 beers in a case ....coincidence or what?
- I almost had a psychic girlfriend, but she left me before we met!
- 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!

## **A FEW THOUGHTS FOR 2011**

“Here, summer is nine months of anticipation and three months of disappointment.”

“Remember that not getting what you want is sometimes a wonderful stroke of luck.”

“Learn the rules so you know how to break them properly.”

“Remember that silence is sometimes the best answer.”

***DON'T MISS***

# **Storrar Marine's Annual Sale!**



Starts Wednesday 29<sup>th</sup>  
December @ 9.30am

**Check our website  
[www.storrarmarine.co.uk](http://www.storrarmarine.co.uk)  
from 24<sup>th</sup> December for details of all our  
special sale prices**

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