



# MARINA MATES



## ISSUE NUMBER 48 MAY 2010

### EARLY SUMMER CRUISE AND BARBEQUE TO SALTBURN

There will be an early summer cruise in company and a barbeque to Saltburn on Sunday June 6<sup>th</sup>, everyone is welcome. Anyone that wants to travel at 5 knots depart about 08.30hrs, for the faster vessels depart about 10.00hrs and anchor off Saltburn, look for the vessel 'Adventure' and anchor close to that. At 12.00hrs there will be a barbeque on board 'Adventure' bring your own food and drink, swimming is optional! There will also be a shore visit to the pub weather permitting where you will be ferried ashore and back to your boat. Anyone interested please contact the lock office.

### A FEW MESSAGES FROM THE MARINA

Hartlepool Marina Ltd would like to thank all berth holders and visitors for their patience during the installation of the new high tech wireless gate entry system. Unfortunately there were some initial installation problems which have now been ironed out and both security gates are now fully operational and the marina can now enjoy much improved security.

**The Tall Ships** will soon be upon us; there will be no locking restrictions in operation other than on the 10<sup>th</sup> August while we get the fleet out for the parade of sail at approx 13.00hrs till 15.00hrs. Please watch for notices on the boards at each bridgehead nearer the time. Berth holders parking will be made available via Hartlepool Council, details to follow.

**Happy boating. Alan Henderson**

### FIVE RULES FOR MEN TO FOLLOW FOR A HAPPY LIFE

1. it's important to have a woman who helps at home, who cooks from time to time, cleans up and has a job.
2. it's important to have a woman who can make you laugh.
3. it's important to have a woman who you can trust and who doesn't lie to you.
4. it's important to have a woman who is good in bed and who likes to be with you.

5. it's **very** important that these four women do not know or meet each other.

**WHAT A LOAD OF OLD CANNON BALLS!**

It was necessary to keep a good and ready supply of cannon balls near the cannon on old warships. But how to prevent them from rolling about the deck was the problem and a bit of a challenge. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine which finally rested on sixteen.

Thus, a supply of thirty cannon balls could be stacked in a small area right next to the cannon. There was only one problem ... how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate with sixteen round indentations, which came to be called for some unknown reason a 'Monkey'. But if this plate was to be made of iron, the iron balls would quickly rust and stick to it. The solution to the rusting problem was to make the plates from brass – hence, Brass Monkeys.

Few landlubbers realise that brass contracts much more and much faster than iron when it is chilled. Consequently, when the temperature dropped too low, the brass plate indentations would contract so much that the iron cannon balls would become disengaged with their indentations and tended to roll right off the monkey. Thus it was, quite literally, cold enough to freeze the balls off a brass monkey. And all this time folks thought that it was just a vulgar and rude expression.

**OFF THEIR TROLLEY? (A TRUE STORY)**

A man and woman were collecting driftwood in a shopping trolley on the beach when they were cut off by the incoming tide at North Gare, Hartlepool. Emergency services were called out in the freezing conditions but the man and woman refused to be rescued even though the 44 year old woman was suffering from minor hypothermia.

Although clearly in desperate need of rescue, they refused to be taken in the lifeboat – unless the RNLI crew agreed to take their collection of driftwood and tools with them. In the end, the lifeboat crew were forced to bring the wood, tools and the hypothermic pair ashore. The pair from Hartlepool were met by an ambulance but refused medical attention. According to Humber Coastguard, the 64 year old man, 'was more concerned for his trolley of driftwood and tools than for the safety of the female.' The outcome was that the driftwood was seized by the police and thrown away. They said that the pair had been spoken to but had not been charged with any offence.

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Police cordoned off Hartlepool Town Centre this morning when a suspicious object was discovered in a car. It later turned out to be a valid tax disc.

I was walking home past the butcher's shop, and noticed a sign in the window which said, 'Eight legs of venison £25.00.' as I walked on I thought. 'That's two deer.'

I had chicken tarka massala the other day. It's like chicken tikka massala but 'otter.

***This is an invaluable guide.....for those of you that are planning to venture into darkest depths of Essex . A task not for the feint-hearted***

**alma chizzit** - A request to find the cost of an item

**amant** - Quantity; sum total ("Thez a yuge *amant* of mud in Saffend")

**assband** - Unable to leave the house because of illness, disability etc

**branna** - More brown than on a previous occasion ("Ere, Trace, ya look *branna* today, ave you been on sunbed?")

**cort a panda** - A rather large hamburger

**Dan in the maff** - Unhappy ("Wossmatta, Trace, ya look a bit *Dan in the maff*")

**eye-eels** - Women's shoes

**garrij** - A building where a car is kept or repaired(Trace: "Oi, Darren, I fink the motah needs at go in the *garrij* cos it aint working proper")

**lbeefa** - Balaeric holiday island

**lafarjik** - Lacking in energy ("I feel all *lafarjik*")

**OI OI!** - Traditional greeting. Often heard from the doorway of pubs or during banging dance tunes at clubs

**paipa** - The Sun, The Mirror or The Sport

**reband** - The period of recovery and emotional turmoil after rejection by a lover ("I couldn't elp it, I wuz on the *reband* from Craig")

**Saffend** - Essex coastal resort boasting the longest pleasure pier in the world. The place where the characters from TV's, popular soap opera, Eastenders go on holiday

**tan** - The city of London , the big smoke

**webbats** - Querying the location something or someone is. ("*Webbats* is me dole card Trace? I've gotta sign on in arf hour")

**wonnid** - 1. Desired, needed. 2. Wanted by the police

**zaggerate** - To suggest that something is bigger or better than it actually is. ("I told ya a fazzand times already")

## **THE TRUTH ABOUT FERROCEMENT BOATS**

Contrary to popular opinion, there is nothing new about the use of Ferro cement for ship and boat building. Ferro cement was patented by the French as early as 1855. There are reliable reports of vessels constructed well before that date and some are reported to be still in use. The Italians were also building with Ferro cement in the 1940's, and some of these vessels have remained in use in recent times. Today's ferro cement boats are much more refined than the earlier vessels were. For example, most modern boats and yachts are lighter, stronger and more flexible than their earlier cousins. My own boat, 'Amazing Grace' is a 38 foot Ferro yacht which needs 8,000 lbs of ballast to bring it down to its normal waterline, so you can see just how light and buoyant the basic hull really is.

A Ferro cement hull is basically a matrix of hard drawn high tensile wire and fine mesh galvanised (four layers inside and four layers outside) built in the shape of a boat and plastered with an approved mortar consisting of a fine sand and cement mix to which is added 10% of pozzolanic fuel ash. The fuel ash acts as a lubricant, allowing the sand/cement particles to knit more closely together, forming a dense waterproof barrier that doesn't even need to be painted. Once the hull has been plastered it is wet cured for 28 days. The curing process can be speeded up by steam curing for 3 days. The wet or steam curing greatly increases the strength of the hull, if properly cured a Ferro hull should have the strength of between 5,200 and 5,800 pounds per square inch.

If a Ferro hull is damaged and the wire matrix is exposed it is no big deal, simply clean up the damaged area, chisel off any protruding surface wire and re plaster using the current Lloyds approved mortar, the cost is negligible and the hull will not be weakened unless the high tensile stringers are cut. If the stringers are damaged replace them and weld in new stringers, there will be no loss of strength and the cost will still be negligible.

It used to be said that a hull could be built in 3,000 hours, this may be true in a professional workshop with an experienced team, but in reality for the amateur boat builder and his wife, it is more likely to take twice that, and that is why Ferro boats are built commercially, for although it is a superior boat building material and inexpensive to maintain, it is labour intensive and today's labour costs make Ferro boats too expensive to build. One important point if you do contemplate buying a Ferro boat is don't be put off by the silly tales that abound concerning Ferro boats and do try and find one that has been surveyed right from the initial laying up to the final plastering stages if you can, if not find a good surveyor who is experienced with Ferro. Of course there are many Ferro boats out there that have no survey but are still sound and seaworthy! To finish I would like to quote the cartoonist Mike Peyton who has had several Ferro boats. When asked what his next boat would be he answered, 'Another Ferro.' I have had my own boat for about 17 years and I still love it!

**Bernie (Amazing Grace)**

They reckon that beer contains female hormones and I think they are right. After eight pints I talk shite and can't drive!

### **OF COURSE IT IS!**

See the boy as he wanders hands in pockets around the harbour. Observe how he watches the vessels moored against the harbour wall, admiring this one, frowning at another. Watch his face as he studies each one in turn, frowning at neglect or smiling at a well found vessel, admiring the clean lines and seaworthiness of another. This one is too fine in the bow, and will bury her nose in heavy weather, the next is too bluff bowed and a good wave will stop her dead in the water. That other one, he notes has good solid rails to hold onto in a blow, the next has only guard wires, harsh on the hands and set too low to be of any real use!

And this one, spotlessly clean and as smart as paint, but it never ever goes to sea poor thing! It is cleaned and polished daily and the engine run, but for what? But the old fishing boat now, see how well it is cared for! Note the grease oozing from the bearings of her tackle, see how staunch and tight her boards are. And how well painted, take note of how well organised she is a place for everything and everything in its place. This is a proper sea boat he thinks, and calls down a greeting to the skipper. 'Hi dad, ready for gannin oot?' 'Hi son, aye ready!'

**Bernie**

### **ODE TO A LOST FENDER**

Oh fender on the ocean brine, could it be that you are mine  
Why did you slip and run from me, had you longings to be free  
Return at once and I will vow, to place you on the very bow  
Where you will be before all others, of your small rubbery brothers  
Return to me and cease your lark, or you may end up in a shark!

### **THOUGHT FOR THE DAY**

If you want to enjoy the sea in comfort and with peace of mind, don't buy a boat! 'Buy an island!'

### **SOLO SAILING**

As a solo skipper you don't have to go far or be an ocean yacht master to experience the fantastic feeling of solo sailing, knowing that every decision made is yours and yours alone. The buck stops here! Plan your trip well with potential bolt holes just in case the met office get it wrong again, let somebody know your intentions, wife, partner, mate etc. I always make a point of letting the Coast Guard know where I'm heading and possible ETA.

To make life a little easier and more comfortable on the trip I always fill a flask with tea or coffee and have something made up to eat, with a supply of nibbles and snacks, also cold drinks. A reliable autopilot is a definite must, mine broke down on my circumnavigation and it made my life hell. Always have a pair of binoculars handy as well as a hand held VHF. Even if you use a GPS still have a waterproof chart of your passage area as a GPS can fail. Ensure that your engine is reliable and you are fuelled up. Carry a credit card

as bank notes get wet and most pubs will take cards. A spray-hood to get behind out of the wind and weather is also a big plus.

**Happy and safe sailing, Mike Fellows**

### **WOOD IS GOOD (or else)!**

Aaaargh! My peaceful contemplation of the harbour is ruined, can I get away with quietly strangling the offender - or is something much more imaginative called for? The boathook springs to mind but is quickly rejected on the grounds that later removal may require a trip to the hospital and frankly I don't want to have to clean it afterwards.

At this stage dear reader you may be wondering what he has done to warrant such vexation on my part? Has he just stubbed out a cigarette end on my brightwork? Or has he decided to walk across my decks in hob nailed boots? No! It's worse and always starts the same way. Picture the scene. A summers evening, varnish glowing and condensation beading on the foaming glass in your hand. A smiling stranger stands admiring your pride and joy, "nice boat" he says. You invite him aboard, having checked for the aforementioned hob nail boots, he sits in the cockpit with a glass of your favourite tippie in his hand and says, "of course I'd never have a wooden boat myself because ....."!

They then go on to expound the virtues of plastic, convinced that it requires no more maintenance than a quick wipe over with a damp cloth every year.

The sad part in all this is that the vast majority of these misinformed people are newcomers to the sport, often looking to buy their first small cruisers. With limited budgets they can be seen trudging through the mud at any number of boatyards, clutching advertisements gleaned from the free ad's they seek out the older craft that languish furthest from the road. A wooden boat won't get a second glance, the chances are it's just too tatty, yet the appearance will reflect in the price. A traditional boat can offer fantastic value for money, the pre-purchase survey will cost no more than the one required for the plastic equivalent. If she's sound the chances are she will require a proper paint job to keep her that way, the rigging etc. is as likely to need replacement whatever the hull construction.

My 25ft wooden sloop cost £3,600 and is 52 years old, the survey recommended taking her back to bare timber and repainting. I used only top quality marine materials, the cost? About £350, all the work I surmised to be within my capabilities, after all I had once painted the shed at home! I was right! The other work required involved replacement of worn out equipment and required little more than the ability to use a screwdriver. The other boat that I was interested in was a fibreglass Hurley 22 costing the same amount. At first glance a much better bet, until it was pointed out that she would require epoxy treatment, not a job for the amateur, the cost? £2,530 plus vat, oh! That excludes the topsides, while my boat will need only a gentle rub down each spring and a single top coat to freshen her up for the next few years, the epoxy coating carries a one or at most a two year guarantee.

Romantic notions aside, a wooden boat can actually prove a more viable proposition to someone wanting a first cruiser. An old boat looks and works

best with traditional fittings and gear, much of which is available second hand at a fraction of the cost of its modern and often inferior counterpart. People will say wooden boats are too heavy and therefore slow, weight in a cruiser is good, giving a better ride at sea and the more traditional hull shape gives you far more headroom below. Modern yacht owners raise their eyebrows at my boat's 4.8 ton displacement, but she is still making comfortable headway to windward in a seaway when they are resorting to the engine, and she recently covered 117nm in 24 hrs under full sail and in total comfort. At over 6ft tall I can stand upright throughout the cabin without braining myself, something owners of boats half as big again cannot boast. A well-constructed cruiser built of quality timber will last a lifetime. Fibreglass is great, but it is far from the maintenance free option that some would have us believe.

Anyway I must go, a pretty little fibreglass sloop has just arrived and I would love to have a look around her as she looks to be a nice boat! "Of course I'd never have a fibreglass boat myself because ....."!

**Mike Shepherd.**

My missus has just gone into hospital with two black eyes and a broken jaw. It seems we were on different wavelengths when she said she wanted decking on the patio.

A biker goes to the doctors with hearing problems. 'Can you describe the symptoms to me?' asked the doctor. 'Yes. Homer is a fat yellow lazy bastard and Marge is a skinny bird with big blue hair.'

### **GET THE FEEL OF SAILING WHILST AT HOME**

For any of you who have ever longed for the cruising life afloat, but wondered if it was really the life for you, here are a few things for you to practice and consider at home to prepare you for that wonderful dream sail into the sunset.

1. Occasionally set your alarm clock for 3am then while still half asleep stand on the lawn while your wife hoses you down with icy cold water screaming, "I said it was time to take in a reef"
2. For every breakfast have stewed tea and the leftovers from yesterday's meals.
3. Whenever it is windy open all your kitchen cupboards and scatter their contents all over the floor.
4. Whenever it is not windy run your motor lawnmower in the living room for hours on end.
5. Every time you come home at night drive up and down outside your house for half an hour, arguing with your wife about where to park, if on a windy night repeat this every three hours. (in your underwear!)
6. Never! Ever! Wear completely dry clothes! ! ! !

7. Every two weeks, carry two five gallon cans of diesel for three miles.

**BON VOYAGE! AND HAPPY SAILING! Brian Ferguson.**

### **PUMP IT, TANK IT, DITCH IT,**

Environmental considerations are being felt in a constantly rising number in our sector of the marine community. Leisure boating will come increasingly under pressure to clean up its act in the future, voluntarily or legislatively. Example ~ Anti ~ fouling manufacturers are having to find alternatives to the toxic compounds (which do work effectively), substituting them with less effective material, which leads in turn to higher prices. The next issue, which will soon come under the spotlight in N. Euro waters, will be the discharge of effluent by leisure boats. Commercial vessels already have to comply with strict regulations. Many of you with extensive cruising experience will have had to operate under the legislation in operation in countries, from Israel through the Med and across the pond to the U.S.A.

Included are, no sewage or bilge discharges within the specific distance limitations, including the discharge of washing up water in certain countries. In Turkey the waters of Olu' Dinez are closed to all cruising boats, the waters are crystal clear and an example of what can be achieved. As the Med has many anchorage's which has a minute tidal range, thus little scouring action takes place by the current, the policy of nil discharge is sound common sense. There are steps we can take to minimise the effect we have on the ecology of inshore waters in which we tend to operate in.

**Bilge Water** ~ Available on the market is a centrifugal type filter, which is very effective in removing suspended solids and oil/diesel from your bilge discharge. This unit has been widely trialled and discussed, mainly in the motor boat sector of the press, but applies equally to aux engined yachts. We have all witnessed what happens when oil /diesel is discharged into the marina, not very pleasant.

**Sewage** ~ How do we deal with our sewage in our boats? We have three options available to us, I will give the pros and con's for all three and allow you to form your own conclusions on the best way to deal with **your** effluent.

**Marine Toilet** ~ **For** ~ Tried and tested design, spares readily available, standard fit on 99% of yachts. **Against** ~ Direct discharge overboard very susceptible to blockage (recently a yacht's sea toilet was blocked by one sheet of kitchen roll). Leaks and odours. Surprisingly flimsy construction on cheaper models, top of the range models i.e. Baby Blake very expensive. Hull openings, valves, swan necks, vacuum breakers and flooding the boat can happen User must follow operating instructions.

**Holding Tanks**~ **For**~ No overboard discharge in restricted waters. Ability to store a moderate quantity of effluent for later disposal. **Against** ~ All the disadvantages of the sea toilet. Installations of the holding tank, discharge system, i.e. suction emptying or pumped discharge overboard. Cost, could be £1000. Loss of stowage space. Very few pump out stations. Smells.

**Chemical Toilet** ~ **For** ~ Simplicity. No pipe work. No hull openings. Easily emptied. **Against** ~ Cost of chemicals. Effort required to carry to disposal point. Bad image. The conclusions you draw are yours alone to make. I for one will not swim close to yachts at anchor in the U.K. in the Med ear

infections are now on the increase after swimming where many charter yachts gather as most do not have holding tanks. We only have one sea and one day it will say enough is enough! **From "The Bollard"**