



# MARINA MATES



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## OBITUARY

It is with great sadness that I have to report the death of one of our fellow berth holders, Tom Simpson (Yacht Ellie) on December 28<sup>th</sup> 2005 after a long illness. I sailed with Tom on quite a few occasions, and had some great laughs. Tom was a good sailor and loved every aspect of sailing, but unfortunately was very prone to sea-sickness. This never ever deterred him, but as soon as I saw him remove his teeth and put them somewhere safe, I knew he was in for another dose of '*Mal de Mer*'. There was one time as we were returning from Newcastle in pretty bad weather with big seas, that I could have had Ellie for what I had in my pocket at the time, which was about 98 pence. However, it certainly didn't put him off and we went out again the following week, (in more settled weather). Tom was a true gentleman in every way, and will be a great loss to everyone that knew him, both in sailing and otherwise. Our sincere condolences go out to Tom's wife Judy and their family. **Editor**

## NEWS FROM THE MARINA OFFICE

It is with regret that we have learnt that Ant (Antony White, Company Secretary) of the Marina is leaving in the very near future. I am sure that you will all join with me in wishing him well for the future. He tells me that he will still be 'popping' in to the Lock Office occasionally, so it is more 'Au revoir' than Goodbye. Alan Henderson will of course always be there for any berth holders queries, or suggestions. **You will need to keep an eye on the Notice Boards for forthcoming events taking place at and around the Marina in the coming months.** **Editor**

## FLARES ... A THING OF THE PAST?

Flares, have they gone are going the same way as their namesakes in fashion, i.e. if you aren't old enough to remember, or you are too old to remember, flares were the trousers worn in the 70's with wide bottoms which are now well out of fashion, and here's me with a wardrobe full! I diverse, I've been doing a little research into a product that may or may not take the place of them expensive pyrotechnics that you carry on your boat. We all carry flares (or should) to use when all else fails, even though I would say that the majority that are carried are out of date.

They also are supposed to be changed every couple of years and they don't like water or a damp environment. Another example of cost is that an RORC pack, the dogs' whatsits in flares – has a total burn time of 10 minutes, yes 10 whole minutes which works out to £12 a minute.

Now there is a product that I came across on the web called, '**Greatland's Rescue Laser**', it's about the size of a small magnum torch. It doesn't throw out the dot of a laser pointer, but a narrow and ever expanding line of light. This covers 9ins at 10ft, 4,280ft at 10miles and over 8,400ft at its claimed maximum range of 20miles. As you move the Rescue Laser back and forth across a target it produces a very bright red flash similar to those from a signal mirror and it will do this for 72 hours or the equivalent of 4,320 hand flares. As you randomly scan from side to side it will attract attention at ranges of a few miles, but for greater distances the laser must be aimed at a target to be fully effective. Preceded by a flare to attract attention, this is then a very powerful combination.

Unlike flares, the Rescue Laser has other uses. When the beam strikes the reflective tapes on a sailing jacket or life jacket it bounces back, which is more than useful for finding a man overboard by day or night. It can also be used for picking out unlit buoys that have the usual reflective markings on. Its range is much reduced in daylight but if someone's in the water anything is worth a try, and if the person in the water is carrying one (waterproof to 80 feet) the chances of the crew locating him are greatly increased especially at night. The maker's claim of three miles range in daylight is the normal distance between boat and horizon, lasers are also better than normal lights for shining through mist or fog, which could draw attention to your position if you are in amongst shipping. If you leave the red lens cap on it provides a weak red light to enable you to read the chart or pilot book without affecting your night vision.

Well are flares a thing of the past? Probably not, but the Rescue Laser is a very useful addition as a back up when the flares have all been used up. Another big plus is that it can be carried in your pocket, around your neck or fixed to your lifejacket it's a very reliable method of letting the boat or rescue crews locate you. It is also worth a place in anyone's grab bag. The Federal Aviation Authority in Alaska has made the 'Greatland Rescue Laser' standard safety kit for all local aircraft, and the Kodiak Coastguard has recommended it as optional safety equipment. The company's web address if you are interested is [www.greatlandlaser.com](http://www.greatlandlaser.com) it's well worth a look. **Editor**

## THE PERFECT COCKPIT SEAT

There is a perfect place to sit and relax in every cockpit. This varies from boat to boat and will also vary according to the angle of heel. Most cockpits are great in harbour, but once at sea you have to put up with a winch in your back or the mainsheet threatens to garrotte you or the mainsheet traveller threatens to slice your fingers off – or worse! You need somewhere to get comfortable, with good support, out of the blown spray and rain and where you won't get in the way. The three most sought after spots are:

- Huddled with your back to the cabin bulkhead, out of the wind and looking astern. (Great unless you have a really large following sea)
- Right at the stern, in one corner or the other. You should be out of the reach of spray here and you can rest against the push pit which is a lot more comfortable than the guard wires further forward.
- The favourite, (or mine at least) is the companionway. Everyone seems to be drawn to this spot, a bit like a kitchen at a party. Standing on the steps down to the cabin allows you to see what's going on and feel part of it all, without putting your boots on. However, the down side is that you are always in the way of people trying to get past and having to move. I have a weatherboard with a seat on that fits in the companionway slide, so I can sit and survey the scene out of the rain and wind, and if you're single handed with the auto helm on it's a superb place to be. **Editor**

## ABANDON SHIP!

### **A few points to remember, if God forbid it ever happens to you**

Abandon ship only as a very last resort. If you have time, put on extra clothing and lifejacket if you haven't already got it on; take extra food, water, and distress equipment. (A grab bag is ideal for this). Attach the life raft's painter (not the bloke that decorates your house) to the yacht **before** launching it. Put the fittest and strongest person on board first to help the others in. Cut yourself free of the yacht only if there is a risk of the yacht sinking - it is a far bigger target for the rescuers to find. Take seasickness tablets – being sick will weaken and dehydrate you pretty quickly. Do not drink seawater or urine, (especially other peoples) and try to keep awake and as warm as possible. Let's hope that it never happens, but it might!

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Apparently, one in five people in the world are Chinese. And there are five people in my family, so It's either me, my mum or my dad, or my older brother Colin, or my younger brother Ho-Cha-Chu. But I think its Colin.

.....

Answer phone message, ..... 'If you want to buy marijuana, press the hash key....'

## **A VISIT TO SHETLAND SEPT 2005**

### **Edgar Readman and Dave Carrick**

Only weeks into WW2 the vessel 'Sea Venture' was heading for Bergen with coal from the Tyne. Late afternoon when east of 'Unst' they were challenged by a U Boat. They decided to fire at the enemy with the limited small arms that they possessed, this was not a good idea as a shell from the U Boat hit 'Sea Venture' damaging her and destroying one of her two lifeboats. The Captain and crew, 25 in all squeezed into the remaining lifeboat, Edgar's father was First Mate!

Fortunately the weather was fine, the U Boat Commander was very helpful suggesting that they should lay off the land until morning and they would have a decent chance of finding a place to land. 'Sea Venture' was then torpedoed and sunk, the U Boat then had to dive due to a Sunderland flying boat being alerted by the gunfire, it also took photographs of the lifeboat. Next morning they landed at 'Skaw' on 'Unst', two of the crew were Shetlanders and had some local knowledge. 200 metres from the beach was a small croft and a girl of about 20 years old took them to her father who took them in to be fed and warmed up. Later that day Edgar's father sent telegrams home from Haroldswick PO to say that they were all safe and would be home in a few days. This must have been a great relief to the families as they had received an earlier telegram saying that 'Sea Venture' had been sunk with no other news!

Earlier this year Edgar was informed that the lifeboat, 'dad's boat' was still at 'Skaw' and was a roof on a building that housed sheep in bad weather. The family had bought her cheap and pulled her up the beach. Edgar had to see this so we decided to go in September. The ferry went from Aberdeen to Lerwick then a bus north and another ferry to Unst where we stayed on a farm for three days. We were collected next morning by Alison Priest who owned the croft at Skaw. The boat was much longer than we thought and was still in reasonable condition the ribs and in wires still intact, the outside was coated in tar which will have helped, a wall was built up to the gunwales with a large door amidships.

Alison took us into the croft for refreshments. By the way this is the most northerly dwelling in the British Isles! It was a special moment for Edgar and the highlight of our journey. We met at the village hall with the local history group, and a lady in her late 80's was showing great interest in what Edgar was saying, yes she was the young girl who met the crew on the beach in 1939.

### **Dave Carrick**

## ANCHORING

There is a distinct feeling among the sailing community that too many yachtsmen marina hop, never stopping for the night at one of the countless anchorages around our coast. (In our area Runswick Bay is a prime example) Look closer and it becomes clear why this is so.

On arrival at an anchorage there are bound to be a few yachts there before you. (This is more so on the south coast). Each will have a skipper who will be keeping a keen eye on your movements and performance in case you do anything to endanger his vessel. He'll shout the second that you decide to drop the hook in the wrong place, over the top of his chain. Hopefully he will then tell you where the clear water is for you to anchor, if not you'll just have to guess, and hope that the next spot is clear of any obstructions.

If the anchor holds and is dug in then it'll be time to put the kettle on and relax. If you're not sure about of your holding you must then weigh anchor and start all over again.

Perhaps you want to go ashore? Then it's out with the dinghy and the pump and oars and maybe prepare the outboard too. But what happens if the wind shifts or someone fouls your anchor and sets you adrift? Best to play safe and stay put. Supper can be eaten in the cockpit with a glass of wine or a couple of beers, until the rain starts and you have to go below. But be careful with the lights – you don't want to flatten the battery. And so to bed and a goodnight's sleep—but what was that noise? Has the wind started to freshen already? Are you swinging? Has your transit shifted? No fine, back to your bunk until the next grumble of the anchor chain and you get up to check again and again. Dawn comes and you set sail for the nearest marina and a bit of relaxation and a good night's sleep. However, it isn't all doom and gloom, there's nothing better than waking up in a beautiful bay and having your breakfast in the cockpit on a glorious sunny morning. (Especially when you find that the bay you woke up in is the one that you actually anchored in the previous night)!

### **CAPTAIN PUGWASH IS NO PERVERT!**

It is widely but incorrectly believed that the Captain Pugwash cartoon, which was originally broadcast on the BBC between 1958 and 1967, featured characters including, Master Bates, Seaman Staines and Roger the Cabin Boy. In fact, the crew on the Black Pig were called Master Mate and Tom the Cabin Boy, and fellow pirates were named Barnabas and Willy. John Ryan, Captain Pugwash's creator, won retractions and settlements from the Sunday Correspondent and the Guardian after both newspapers claimed that the show's characters had names worth sniggering over. I still prefer the second version. ***So Captain Pugwash is innocent!***

.....  
There was a young sailor called Bates.  
Who danced the fandango on skates.  
He fell on his cutlass.  
Which rendered him nutless.  
And practically useless on dates.

## APRIL 1<sup>ST</sup> THE TIME FOR FOOLISNESS

Yachting can have a reputation for stuffiness, which is largely undeserved. The very act of spending your wages for the pleasure of getting cold, wet and uncomfortable is surely evidence of a healthy if not warped sense of humour. This yachting wit is tested on occasion by the yachting press and 'Yachting Monthly' in particular. It's certainly not an annual occurrence, but the April issue sometimes contains a story that should be taken with a pinch of salt.

News of a revolutionary floating anchor was met with astonishment by some, but smiles by the more astute, (I wonder how many people tried to order one)? Sailors on the River Hamble were in uproar about plans for a sail thru Mc Donald's, as were the yachtsmen in both Jersey and Guernsey when they were informed that the bridge to be built between the two islands would have to curtail their cruising, unless they dropped their masts to pass under the bridge. Dogs that could sniff out woodworm were considered a good thing, however, and it was hoped that they would also be able to sniff out the dreaded polyestermite that allegedly chews through fibreglass boats. We wouldn't fall for any of this I'm sure, it's just for the soft southerners—or would we?

## THE YACHT CLUB COMMITTEE MEMBER

All yacht clubs rely on their members to run many aspects of the club's administration and there are usually numerous committees to carry out these duties. Some are efficient decision making committees with members who realise that sitting on the Post Race Recreation Sub Committee of Little Mudling by the Sea YC is not quite the same as being an international delegate at the United Nations. Others unfortunately do not, and use their participation in these committee meetings to try and add some meaning to what may otherwise be their somewhat meaningless lives. As a committee member they have power and they **will wield it**. Absolute power may corrupt absolutely, but trivial power corrupts infuriatingly.

A quick vote is needed on whether to give ham and cheese sandwiches or sausage rolls to the crews on race night – the chairman tries to hurry the proceedings along, but our committee man is not having any of this. These things must be done properly. That's how they did it when he was in business, etc. Committee man has nowhere better to go, so is more than happy for the meeting to drag on all night; his fellow sailors around the table are powerless while he just goes on and on and on.

He thinks that in his minds eye that he'd make a great commodore, but for some reason no one ever proposes him. Now why's that I wonder?  
**Anonymous**

## Board of Trade Examinations (60's style)

Many years at sea building up qualifying sea time, sitting 2<sup>nd</sup> Mates & then 1<sup>st</sup> Mates examinations the Masters is perhaps the most harrowing. It is invariably the last time an examiner will see the candidate & has to decide if it is safe to let that "would be" Master loose on the high seas. This final assessment usually takes place during the hour plus oral examination. The examiners rarely indicate whether answers to their questions are correct or otherwise. They just take notes.

**Q,**

Your ship is high sided, in ballast and lying at anchor within 2 miles of the shoreline. You are using the port anchor with 4 shackles (60 fathoms) cable. The wind increases from light airs to F 6 from seaward. What action would you take?

**A,**

Pay out more cable sir.

**Q,**

It is now increased to F 8!

**A,**

Let go the starboard anchor sir,

**Q,**

You receive a weather warning stating that the wind will increase even further. What will you do?

**A,**

Pay out more cable on both anchors sir.

**Q,**

The wind has now increased to storm 10 & your ship is beginning to drag, what would you do?

Before answering the candidate knows the oral has been well over the hour plus, countless questions have been fired at him and the examiners attitude has become hostile, a sure sign of failure & the exam will have to be retaken at a later date so there is little to be lost at this stage.

**Q,**

Repeated - What would do?

**A,**

Let go another anchor sir.

**Q,**

Where are you getting all these anchors from?

**A,**

The same place you are getting the wind from sir.

**Brian Hope**

.....

Two aerals meet on a roof, fall in love and get married.  
The ceremony was rubbish but the reception was brilliant.

# HARTLEPOOL BERTH HOLDERS ASSOCIATION

A new committee has been formed to run the Berth Holders Association.

The committee is now as follows:

Chairman	Norman Brown
Vice Chairman	Mike Craddy
Secretary	Tom McGhie
Treasurer	Terry Hogg

For any Berth Holder wishing to join the Association the cost is only £7.00. The next meeting will be held on **Friday 28<sup>th</sup> April 2006** at the Yacht Club commencing at 19.00 hours.

If you wish to join please complete the form below and bring it with you to the next meeting. Alternatively, put the form in an envelope **FAO Norman Brown** together with your subscription (cheque made payable to Hartlepool Berth Holders Association) and leave it in the Lock Office. The Association is for the benefit of the berth holders and will approach the management on issues put before them by the members.

This is a worthwhile Association as it gives the berth holders a voice as to what they would like to see happening at Hartlepool Marina in the future. This covers activities, demonstrations and talks or issues concerning the maintenance side or the marina in general. Any of the committee members, will be happy to answer any questions you may have regarding the Berth holders Association. Join now and make that difference.

<b>HARTLEPOOL BERTH HOLDERS ASSOCIATION</b>			
<b>Name &amp; Address</b>	<b>Telephone No</b>	<b>Boat Name</b>	<b>Pontoon No</b>