

The last time I sat down at this particular laptop was three hours before my daughter's wedding, sheer panic, a vital part of my 'father of the bride speech' was locked away in some mysterious part of the machine's brain. It was only when doing a final test run of my speech on the morning of the wedding back in June that I realised that the final paragraph was missing from the pages I had printed off the night before! Well, avid readers, as you have probably realised by now me and computers/laptops/ word processors do not mix, so it was with trepidation on the evening of Wednesday the 15<sup>th</sup> of August with our September newsletter deadline coming up fast that I approached this sleeping beast & fired it up, the beast opened its mouth, yawned and then asked me for my password. Oh s..t What would it be? Fortunately after my second attempt it gave me a clue 'ROB', so fifteen attempts later I got thru (thanks Jen ,once again for coming to my rescue.) At work it's the two Andys who bear the brunt of my excursions into anything electronic!

The three months since the June newsletter, issue no 47, hit the stands have gone in a blur, what with Kate's wedding & the calamity that followed..... just before the evening's celebrations were about to start, Jenny, my wife, tripped & badly sprained her left ankle & hurt her right knee. Next day we were told in casualty that she had broken her kneecap! Yes folks, she was sober! This meant that apart from my workload I was getting up at five in the morning to walk the dog & then again after I came home - another hour with the dog, never mind the cooking, dusting & shopping! Violins tuned up? Wednesday night racing ground to a halt then Jenny took pity & after saying I was going to miss the third since her accident gave me the green light to stop fussing over her! Racing has been great (except the last one) nee wind & the nut on the tiller, me, not getting his act together. However, tonight, with a forecast of 20 knots gusting to 40 & horizontal rain (when we arrived at the yacht club) I decided with very little persuasion that maybe I should be starting the newsletter & forget about sailing. Apart from the Wednesday night series I have had a couple of goes at fishing for mackerel. So good was I at it, that the first time I caught more codling than macs, second time however it did come good. Fresh mackerel were consumed with relish by Jenny, me & most of the staff.

Come late August Jenny & I are sneaking off for a week's rest & recreation on Peter & Anita's ketch rigged Oyster which is cruising the Greek isles, two weeks back at work & then off to the Southampton Show where we will be once again be promoting the excellent Storm Bag on stand **F026**. Please drop in & say hello. Sailing wise, Peter & I go back a long, long time; one of my first memories of Pete is when we sailed his little Gremlin dinghy downwind on Bassenthwaite Lake using a bright red 'spinnaker' which his parents had purchased from a proper Army & Navy surplus store. The sail, which had originally come from an RAF pilot's one man life raft, had the instructions printed on it in large white letters; shame computers aren't that simple!



## SEALSKINZ



As I mentioned earlier, poor Jenny broke her knee in June, just as the early summer weather turned really nasty. For me to get into work for seven meant that the bedside alarm rang at five, then it's get up (fortunately it's already daylight), kit on & trudge across sodden fields with Millie the dog. After three days of this in my posh Dubarry sailing boots I

thought that, although they are excellent for use on a boat, they are not for walking the dog so it was a switch to Sealskinz breathable waterproof socks & a pr of old deck shoes. The verdict? They were brilliant. Feet stayed nice & dry, no sweat & if there was a deep puddle or the playing field was saturated it was straight through, no need to detour round.

Incidentally, if your budget cannot stretch to breathable boots, why not try a pair of Sealskinz with your non breathable boots. I am told by a couple of customers who have tried this combination that they work really well!

For Melges sailing I have been wearing ankle length Sealskinz & a pair of Musto trainers, it's a great combination. Sealskinz come in different weights & lengths, they are stocked in depth in the chandlery & can be found on our e-commerce site [www.marinechandlery.com](http://www.marinechandlery.com)

## SOUTHAMPTON BOATSHOW 2012

As you may well know, earlier this year we took a stand at short notice at the 2012 London Boatshow. We were exhibiting the superb Storm Bag, in our opinion (& I have been sail making for nearly forty years) the only way to deploy a storm sail quickly, safely & efficiently on a furled genoa!

The Storm bag which contains the sail comes complete with a tack strop & sheets so it's ready to deploy with minimum time spent on the foredeck.

It's available in a range of sizes from a 4m<sup>2</sup> model to suit a yacht of 8m up to the 13m<sup>2</sup> model for boats over 15m.

Larger custom made models can be supplied on request.

The show starts on Friday 14<sup>th</sup> September (the public preview day) and runs until Sunday 23<sup>rd</sup> September with opening hours from 10am to 6.30pm daily (6pm on 23<sup>rd</sup>)



## CROWD CONTROL

When Nicholson's of Whitley Bay (my parents' & our family butcher) were delivering meat to the newly refurbished Beehive Inn near Seaton Delaval, one of the partners in the venture noticed the driver was wearing an RNLI crew member top – Doug Nicholson doing the delivery & maybe having a sneaky pint?



Being a 'seafarer' he was asked where he thought they could get some traditional but synthetic rope that would prevent customers leaving thru the front door of the pub & perhaps straying onto the road, 'Storarr's on the Coast Road or look

at [www.marinechandlery.com](http://www.marinechandlery.com)' was the answer he gave. 30mtrs of 24mm synthetic hemp was purchased and I think it looks the ticket.

## EXTERMINATE

No, this isn't an article on the Daleks! but a great product of which we're now selling more & more. Starbrite Star\*Tron tank cleaner



is a revolutionary new additive that replaces expensive tank cleaning & fuel polishing. It cleans sludge & algae from petrol & diesel tanks & it slows the recurrence of new algae that can contaminate fuel.

For prevention, Grotamar, which we have been selling for some time now, has been reformulated to give optimum protection to the new generation of biodiesel.

Renamed Grotamar 82, it can either be purchased over the counter from our Newcastle based chandlery or buy online at [www.marinechandlery.com](http://www.marinechandlery.com) & we will dispatch same day.

Incidentally, it's now available in a much more handy 200ml size bottle for sailboat users. Will treat 200L of fuel as a shock dosage (if you have "the bug") and 800L of fuel if using as a preventative measure. For powerboat users the 1L bottle is still available.



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### MANSON SUPREME

We have sold a large number of Rocna anchors over the last two years & the reports that we have received back from satisfied customers have been great. Thanks to those who have taken the trouble to write in, take a look at this [testimonial](#) on our blog for one such example.

However there have also been a number of phone calls & e-mails asking us if we could supply them with a Manson Supreme, another anchor designed "Down Under"

Like the Rocna, it features a roll bar & a sharp entry. Other features include dual shank anchoring i.e. twin slots in the shank for ease of recovery in sandy or rocky sea beds. It has a laminated nose for added fluke strength & winglets for immediate setting & of course it fits all standard bow rollers. To see which Manson would suit your boat use this easy to use anchor & chain selection guide.

Speaking of chain, please note that the chain & shackles we supply are manufactured to the highest standards by Vigouroux France.

		Anchor Size (lbs / kg)						Chain Size (mm)				
		5	10	15	25	35	45	60	8	10	12	
Boat Length	Ft	M	2.5	4.5	6.8	11.4	16	20	27	Length (m)		
	18	6								9		
	25	8								11		
	32	11								15	11	
	40	14									14	
	50	17									17	
	60	20										14

### DID YOU KNOW?

Need a new tank level gauge, just pop down to the nearest chandlery easy as that, or is it? What most people don't realise is that there are 2 different calibrations of gauges that are commonly used. European senders have a resistance of 10-180 Ohms, read 10 ohms when empty & 180 when full whilst the resistance range of American senders have a range of 240-33 Ohms, reads 240 ohms when empty & 33 when full.

It stands to reason that the gauge needs to be matched to these resistance ranges so it's essential that the sender & gauge are both either European or American calibrated.



Consider that if you have an American resistance sender (which gives a low resistance because the tank is full) connected to a European resistance gauge (which thinks that a low resistance is caused by the tank being empty) then the gauge will read the opposite to the actual level of the tank! Conversely the same is true with a European resistance sender connected to an American resistance gauge.

To check which type of sender is fitted, set the sender in the full position & measure the resistance across the two terminals with a multimeter then repeat with the sender set at empty. This will also help you ascertain whether it is the sender or the gauge which is at fault. If the resistance is high at

the full level & low at the empty level then you know you have a European resistance sender & vice versa for an American resistance sender.

If purchasing a replacement gauge make sure that the resistance matches the readings taken from your tests & you should have no problems.

If the resistance tests don't change between full & empty levels it is the sender that is faulty, look on the back or side of the gauge & see whether it has 240-33Ohms or 10-180 than buy a sender to match the range listed. Nothing listed? take the resistance reading of the sender & then see if the tank is reading full or empty. If the sender has a low resistance and the gauge is reading full all the time, or the sender has a high resistance & your gauge is reading empty all the time, you need a new American resistance sender. If the readings are the other way round then purchase a European resistance sender.

### DECK VEST LITE

Racing the Melges 24 on Wednesday nights & my lack of mobility thru my advancing years has made me rethink what I should be wearing as a means of supporting myself in the water should I be pushed over board by my mutinous crew when I make another poor start! Should it be a slim buoyancy aid with 50 Newton's of buoyancy, which is great for sailing when there is a rescue boat always in attendance? Anyway for sportsboat racing, I eventually settled on the Spinlock

Deckvest Lite as did Andy. It's available in a choice of colours including Sumba Yellow/Black, Tropical White/Black & Pacific Blue/Black. Me? I went for mundane Gunmetal Grey/Black.

It features an ultra light weight, low profile design, gives 170N of buoyancy triggered by a water sensitive activation system using a

compressed paper capsule. It's simple easy side donning means is great for me (always running late)

that coupled with straps which have a soft rear moulding that reduce twisting & aid adjustment have made it one of my favourite bits of kit!



### CORRECTIONS & CLARIFICATIONS

In issue no 47 under the heading 'Organ Donation' we (well Rob) wrote that "How much do you need & what diameter & thickness?". It has been pointed out to us by a customer who lives in Gateshead, just round the corner from International Paints, that in fact toe strap webbing is not sold by the diameter but by the width.



We are of course happy to put the record straight however in my defence, I deliberately wrote 'diameter' to see if a certain Alan Smith would spot my 'deliberate mistake' & he didn't! Well that's my story & I am sticking to it!

If you wish to point out any inaccuracy in past or present newsletters, please email: [gokitwrong@storrarmarine.co.uk](mailto:gokitwrong@storrarmarine.co.uk)

### DEAR AUNTY FOULING

I am the embarrassed owner of rather badly stained topsides. At my age & with such an active social life I don't want to spend all my spare time trying to clean up the mess! However, I did see on the hard standing at Royal Quays a classic Contessa with immaculate topsides. Apparently when she was lifted out of the water she had worse staining than me! I do want admiring glances from other skippers but am not prepared to put the effort in. I am at my wits end, can you help me?

### DEAR JEALOUS JACQUETTE,

What you want to do is get yourself along to the Storrar Marine Chandlery & get some of Andy & Rob's expert advice. No doubt they will recommend something like Y10 to remove the staining cos I do know that it was used to great effect on Roger & Jay's "Katrina". For an elderly lady she certainly turns heads.



Chandlery (including mail order from [www.marinechandlery.com](http://www.marinechandlery.com)), Sailmaking, Rigging, Boat Repairs in GRP, Engine Servicing, Electrical Installation

