

When I sent the grammatically challenged first draft of the March newsletter to be transformed into a coherent article by our press office (manned by Andy & my wife Jenny) we, like the majority of other marine businesses, were struggling for work. It then all changed, trying to find enough hours in the day, days in the week & weeks in the months of March, April & May, exacerbated by 5 public holidays in less than 4 weeks. It's been like this for almost forty years (apart from the Royal wedding of course) & I have yet to find the right balance! My long suffering better half, Jenny, summed it up well the other day; "You're grumpy when it's quiet at work & just as grumpy when it's busy" - some folk are never satisfied!

This year, the end of April brought even more pressure on my and co-director Andy's shoulders. With 'perfect family planning' Andy's wife, Jill, was due to give birth to the 'second baby Burgess' on one of our busiest days of the year, Good Friday. However, so much for the best laid plans of mice & men; instead, a week later, (the day after the Royal Wedding), picture the scene; Andy & I working in the chandlery (six happy shoppers chomping at the bit about to hand over readyies). Andy gets a call, "Can you just pop home & get the hospital records, I think it might be starting". Two hours later, a text from Andy, 6lb 14oz, but no mention of gender! Anyway, our congratulations to Jill & Andy on the birth of Sophie Jane & thanks Andy for only taking two days paternity leave! Rather nice of Andy & Jill to call their newborn after the Sigma 8 sports boat I used to part own, surprised he didn't call her Hindsight after our current boat!

Congratulations also to the winners of the March competition. Michael Drecker from Germany scooped the 1st prize – "I got a call from the forwarder and the boots arrived yesterday. The boots are brilliant. Currently the weather is too good for wearing. Thank you for everything."

For our June newsletter competition we have really pushed the boat out, literally! Details on how to enter? Regret you will have to read on....

Finally, If you see a vaguely familiar face, yes you're correct Clare's back and also a warm welcome to Sam from Southend!!



GEORDIE BOY MAKES GOOD



Geordie boy Mark Gardner, who started sailing Mirror dinghies in the North East (and hanging around our chandlery as a youngster), has certainly hit the big time in his current role with Harken UK. Not only is Mark responsible for custom projects in the UK, in his 'spare' time he looks after Harken UK regatta service support as well as being a key player in the Harken Volvo Ocean Race service crew, following the boats round the world and keeping them operating at 100% efficiency (seven out of the eight boats in the last race were Harken equipped). After a little arm twisting, Mark has kindly put together some words of wisdom on winch care & maintenance...

Winch Servicing can make your job easier and safer, and your boat faster.

- Salt water will find its way into winches where it degrades the grease and can corrode the structure of the winch. A properly lubricated winch will drain freely. A blast of fresh water into the winches whenever you are washing the boat down will minimise any salt build up.
- A complete overhaul of a winch involves a complete strip down to the component parts, a thorough clean and de-grease, inspection, re-lubrication and re-assembly. Cleaning and degreasing is best done in a bucket of commercially available de-greaser. Use a small stiff brush to remove all of the old grease and oil. Be careful of plastic parts degrading in the de-greaser.
- A very important stage of cleaning is to flush the winch parts in hot water to remove any trace of solvent as this will degrade the grease you are about to put on.
- Inspect the winch thoroughly, paying particular attention to the pawls and springs. Replace any pawls or springs that are not working perfectly. These parts stop the winch going backwards and are very important! Lubricate with light oil such as Harken Pawl Oil (BK4521) **DO NOT USE GREASE OR TEFLON SPRAY** as this will make the pawls stick.
- To re-assemble the winch in the correct way, check the pawl gears are fitted correctly. Use the exploded views (available on the Harken Web Site) to make sure you are correct.
- Re-lubricate the winch with Harken Winch Grease (BK4513) on all gear teeth, stainless roller bearings, and any other metal-to-metal wear surfaces. Brush the grease on with a small brush and work it into all of the gear teeth. NB: Remember the ring gear inside the drum. A winch without sufficient lubrication will wear out much faster and will lose efficiency. The risk of mechanical failure will also be higher.
- Use some anti-seize such as Tef-Gel on the fasteners to prevent any corrosion and allow easy removal for the next service. A well maintained winch is easy to service as it comes apart easily, is easy to clean, and is less likely to have any problems.

For more information and to download copies of the winch service manuals visit:

<http://www.harken.com/pdf/WinchManuals.php>

LOOK THEY HAVE OUR BOOKS!

Remember that TV advert? Elderly guy on the phone, yellow pages directory in his lap, trying to track down a copy of 'Fly Fishing' by J.R. Hartley, transpires that the man looking for the copy is Hartley himself. Well the other day we had, dare I say it, a 'middle aged couple' in the chandlery, husband browsing, he was after some stainless cup washers of a particular size & for once we were stumped, the washers we stocked were too small! As he browsed his wife wandered off to the front of the chandlery. She had been there for just a couple of minutes when I heard the cry, "Look they have our books". Transpired he was nautical author Les Weatheritt who has written a couple of books & we had them both. Quick as a flash the books were on the counter & with a little gentle arm twisting we got him to sign them.

So if anyone wants a copy of 'Your First Atlantic Crossing' or 'Caribbean Passage Making' we have personally signed copies of both books available at a very reasonable price. Incidentally, Les let it slip that he's an absentee Geordie & that he does still visit the North East three or four times a year. Methinks we should ask him to give us a talk on Caribbean sailing during the depths of winter?



FLAT AS A PANCAKE

So, like me, you're short of space in the lazarette as just about everything's in there including the kitchen sink, but have you got space for a bucket? No? Well maybe you should invest in one of the new fully collapsible 7 litre pack away buckets.

Features:

- 100% silicone
- Flat packs to less than 5cm
- 4 variable height settings
- Unaffected by UV or direct sunlight
- Stable from -40°C to +230°C
- Non toxic
- Stainless steel handle

Yours for only £19.95

(but you'll have to buy your own maple syrup!)



Contact us at 181 – 183 Coast Road, Cochrane Park, Newcastle Upon Tyne, NE7 7RR

Telephone : 0191 2661037

e-mail : sales@storrarmarine.co.uk Visit : www.storrarmarine.co.uk or www.marinechandlery.com

JUNE'S JACKPOT

For our June newsletter we've really pushed the boat out, quite literally, with as a great first prize one of the excellent WaveEco 2.3mtr inflatable dinghies worth almost £340.00. Second prize is a Sunsport 32lb electric outboard engine valued at £119.00 & for the third prize Ronstan goodies worth £50.00.

Many thanks to those generous guys at Marathon Leisure (www.marathonleisure.co.uk) for the Waveline & Ronstan support & E.P. Barrus (www.barrus.co.uk) for the Sunsport.

To enter, simply answer the following 5 questions:

1. When were Marathon Leisure established?
2. On which island is their headquarters situated?
3. E.P. Barrus are the UK distributor for Mercury, Mariner & Sunsport through their marine division. How many other divisions do they have?
4. In which year did E.P. Barrus enter the marine outboard market?
5. What are the Christian names of the 2 founders of Ronstan?

Send your entries to competition@storrarmarine.co.uk

Entries close 5pm Sat 30th July after which all correct entries will be put into Andy's lucky hat and winners drawn at random.

Please note, due to shipping restrictions we can only send prizes to a UK address



ONE HAND FOR THE SHIP

Recently we fitted a rather nifty grab rail assembly to a customer's sprayhood that can give you much needed security when leaving the comfort zone of the cockpit. It can be supplied as a DIY kit at £180.00 + VAT or, if your boat is within a seventy mile radius, we can fit it for you. Alternatively, we can supply the parts & you can get your local sail maker to do the work. The grab rail assembly will fit either 7/8 or 1 inch sprayhood tube, it has been cleverly designed to fold down when the spray hood is lowered & can be fitted at the correct height to enable you to grasp easily.

Features:

- Cast 316 stainless steel 1" tubing side mounts
- Polished to a marine bright finish
- Compatible with standard marine end fittings
- Heavy duty construction with two set screws, Phillips head bolt and nylon washers
- Split type mounts add versatility and ease of installation to the use of grab rail side mounts.

Advantages:

- Sliding mounts provide the stand-off space for a grab rail with cloth behind.
- Easier installation – they require no modification of existing frames, no drilling and no difficult set-up
- As tensioning bars, the stand-off structure automatically bypasses intermediate frames



CHART CORRECTION TEMPLATE (and 2 new folios)

New from American navigation accessory specialists, Weems & Plath, is a Chart Correction Template to help you keep your charts up to date. It contains the region A & B IALA Maritime buoyage symbols required for updating and correcting nautical charts. As well as the template, which will only cost you £7.50, we can also supply pens, chart correcting ink etc etc.

For the latest Imray chart corrections visit www.imray.com

for Admiralty charts visit

www.ukho.gov.uk/ProductsandServices/Leisure

Speaking of charts, fresh off the press are 2 new Admiralty chart folios. SC5616 covers the West Coast of Scotland from Ardnamurchan to Shiant Islands.

SC5617 covers the East Coast of Scotland from Fife Ness to Inverness and the Caledonian Canal.

Each folio consists of over 20 individual charts and costs only £44.30 however they are currently on offer for £39.99



AS FRESH AS THE FISH (in the sea)

Now on display in the chandlery are Garmin's new Echo range of fish finders. Combining easy setup and operation with robust performance and Garmin's new enhanced HD-ID target tracking technology, these affordable sonar systems come with everything you need, (including a transom mount transducer) to make great fishing simple. You'll get clear, concise target imaging and bottom tracking, and you simply won't find better fishfinder value for money.



Ranging from the entry level single frequency black & white echo 100 to the hi-res echo 550C which combines a video-quality 640 x 480 pixel 5" VGA screen with powerful sonar transmitter and extra sensitive Garmin fish targeting technology.

Dual beam transducer gives optimum deep or shallow water performance with up to 120 degrees of effective fish scanning area.

All models include easy release tilt/swivel mount.



ANOTHER ONE BITES THE DUST

"Pass me the search light" I said, "there's something in the water just off our starboard bow".

"No probs", said Pete, "here it is". I pressed the trigger &, you guessed it, nothing. Fortunately the unlit fishing float passed harmlessly down the side of the hull! What was really annoying was that I had checked its operation just before we set off to sail from Fuerteventura to La Gomera. Safely tied up in our marina berth in Gomera I retrieved the offending bit of kit from the cockpit stowage bag & yes another blown bulb. An answer to my

prayer (& yours?) must be the rechargeable LED search light that we now sell for only £19.95.

Even with a huge 1.2 million candle power light output, a fully charged battery will last anything up to 18 hours!

Dear Aunty Foulín,

For more years than I wish to remember I have carted my trusty Seagull (no, not the feathered variety) up & down the beach to my Avon tender. Well I have finally bowed to pressure from the first mate & bought a new short shaft four stroke Mercury. Trouble is, with my old feathered friend it didn't matter if you dropped it, carried it upside down, or even slung it over your shoulder. (Incidentally, I've just sold it on ebay for a bit more than I paid for it back in 1962!!) However, with the environmentally friendly four strokes you have to be a little bit more careful how you carry them. Aunty, my question to you is can you recommend a good sturdy outboard motor trolley that can be folded up & stored on the boat/boot of the car, cos with a four stroke having oil in the crankcase, life isn't that easy.

Dear Simon Strain, or is it Harry Hernia?

What you need is one of those Roteq outboard trolleys from those knowledgeable folks at Storrar Marine. Perfect for transporting your outboard to the waters edge & back, or for storing the engine at home.

It's light weight yet strong and stable, can be used on outboards up to 60kg (approx 15HP) & can be folded down within a couple of minutes. Its a snip at £94.95



IF IN DOUBT, DON'T PULL IT OUT

It's your first sail of the season and it's sunny, the mast was stepped the other week, rig tension seemed ok, however let's just try & unfurl the genoa. Seems a little reluctant to come out so you put it on a winch & start grinding away. Bang, suddenly the mast is tumbling down! Cause of failure, maybe the top swivel binding? Perhaps you have hoisted a sail that's shorter in the luff, means the head swivel is not at the top of the foil? Result halyard wrap! Was the backstay retensioned after the boat was launched? Hindsight is a marvellous thing. If you do have an issue furling or unfurling your roller reefing genoa, stop immediately & look up! The drama's over, the mast didn't come down & you're back in the comfort of the marina or on your mooring. Now is the time for a trip up the mast to check the condition of the forestay where it exits the swaged terminal. If the wire has bird-caged, unfortunately it's a new forestay.



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

