

# Salty Lass Review (Year 1)



Welcome to the Salty Lass review. March 14<sup>th</sup> 2020, is our two year anniversary of owning Salty Lass. We have had a lot of adventures on Salty Lass, meet some great people and had fun. To celebrate our anniversary we thought that a review of our adventures would be a great gift to our subscribers. So in this review we cover just before we owned Salty Lass and our first year. In about six months time we will create and publish a review of our second year.

## Before the Lass

Diesel Course  
Yacht Search  
Check List

## 2018

Damsels in Distress  
Fire regulations  
Brunswick Stew  
Challenge Wales  
Sailing for the disabled  
Rule of 12ths  
Harbour Walls

## 2019

RNLI Visit

## Front Cover Shot

In Troon Marina, before Salty Lass got named and before we lost our dinghy in Disaster on day one.

### Beverley



As well as sailing and cooking Beverley produces the videos every week and keeps up with all the social media.

### Gaynor



As well as sailing, Gaynor produces all the content for our web site and has created this review for you.

### Prudence



Prudence is the channel mascot, she does not need to do anything else.

# Diesel Course

In January 2018 Gaynor attended a diesel maintenance course with four other members of Liverpool Yacht Club(LYC).

During the morning the five members of LYC found out about adiabatic compression, which is squeezing air so quickly that it combusts fuel such as diesel.



*Demonstration of adiabatic compression*

They also found out the various sections that are in a typical diesel engine on a yacht, such as the low pressure fuel system, the high pressure fuel system, the cooling system, the gear box and all the other bits that go in to making the engine.

After lunch, the course went outside where the group got hands on experience of trying to start a diesel engine. Of course the engine did not start, so they discussed the various issues that can occur with a diesel engine and applied them to the situation in front of them.

The course was very enjoyable and the attendees got a lot out of it.

**Common Issues for a diesel engine.**

**Oil** - All diesel engines have oil running through them, and the oil levels need to be checked every time before you start the engine. On top of checking the oil levels, the oil filters need to be changed on a regular basis. For Salty Lass, this is every 100 engine hours, which is why we record our engine hours in the ships log.

**Fan Belt** - With the fan belt this needs to be tight, but you still need to be able to depress it by one centimetre, which is the width of your finger.

**Sea Strainer** - These strain the sea water of seaweed and small debris, so need to be cleaned on a regular basis. Always check your strainer before you open your sea cock as any water in the system will drain out causing an air lock.

**Sea cock** - This needs to be fully open to allow the seawater to run through the engine

**Diesel** - Do you have enough diesel to start the engine and complete your journey. Is the diesel cut off open? Are your diesel filters clean? Dirty diesel will quickly clog up your filters and decrease the amount of fuel travelling to the engine. Diesel bug can also develop in your fuel tanks especially if your fuel tanks are empty. Using a fuel conditioner such as Fuel Set can at least keep diesel bug away. On most diesel engines you will have a coarse fuel filter and a fine fuel filter. These need to be changed on a regular basis. On Salty Lass this is every 200 engine hours. When you do change your filters make sure you bleed the fuel system afterwards.



***Removing the Impeller***

**Water** - The sea water cooling system, takes raw sea water from the sea through the sea cock then the sea water strainer to the impeller, which pumps the water through the engine and a heat exchanger, before leaving the engine via the mixer elbow, and the water lock.

In general, if the flow of water is impeded in some way then the engine quickly overheats, which is why the sea cock needs to be fully open and the sea strainer clean.

The part of this system that you need to keep well maintained is the impeller, as it degrades with use. When you change your impeller make sure that the old impeller is in good order, as bits of impeller can easily get stuck in the heat exchanger.

Another part, that can cause issues is the mixer elbow, as you have exhaust fumes mixing with water to create an acid. So rust on this part should be investigated.



***Holes in an old exhaust elbow***

**Coolant** - The other liquid that runs through the engine is a coolant in a closed loop system. This coolant needs to be replaced from time to time and the levels checked on a regular basis.

**Battery** - Depending on your battery type, you may well need to fill them with water. Also if you leave your boat for a long time then you might need to think of ways to keep your battery electrically topped up. Also a battery may well need to be replaced if it is old. Certainly if you have issues starting your engine, then very soon your Battery will also be causing you issues as well.

**Leaks** - These can be in any of your engine systems, water, oil, diesel and cooling liquid. The best defence against issues of this nature is to keep your engine space clean so that when a leak occurs you can see it early and take appropriate action.

**Electrics** - As well as the wiring between the engine and the battery, there is a relay switch near the engine. There are also brushes in the starter motor that wear with time.

## **On Salty Lass**

In the two years of owning Salty Lass we have

Replaced our sea water strainer in

<http://www.saltylass.co.uk/servicing-our-volvo-penta-sea-water-cooling-system>

Replaced our oil and diesel filters in

<http://www.saltylass.co.uk/oil-and-diesel-service>

Replaced our exhaust elbow in

<http://www.saltylass.co.uk/diesel-engine-exhaust-elbow>

Serviced our starter motor in

<http://www.saltylass.co.uk/engine-trouble-revisited> as well as a seal near the impeller and replaced the water lock in

<http://www.saltylass.co.uk/rusty-waterlock>



# Yacht Search

## Searching for a cruising yacht

Once you have a budget for your boat, set aside at least 20-30% of your budget for upgrades, leaving you between 70-80% of your budget for your boat.

Then write down your criteria. Ours was a 2,4,6 configuration which is two, to live, four to stay and six at a pinch, we also wanted lots of storage as we would be living on board. A boat that either one of us could single helm and lastly a bed that we could get out of on either side.

We also wanted a boat that did not come with too many projects. We knew that there would be jobs to do but we didn't want to stay too long in the yard.

The other thing you are looking for is the love factor. It is the hardest quality to define, but at the end of the day, you really need to love your boat.

## Starting the search



In starting the search we look at a Moody 35 up in Preston. The owners had had a survey done on the yacht and all the faults like old standing rigging had been addressed which was useful. However we thought it was a little small for our needs. So we went up a foot in length.

## Lyver Boats



In Lyver Boats we looked at two boats in Liverpool Marina. The first, a 33 Beneteau Oceanis, which had a huge amount of sleeping accommodation for a yacht of its size, but very little storage with just one hanging locker.

The second a 36ft Westerly Conway, which is a ketch rigged boat had plenty of storage, but was too much of a project boat for us.

## Light at the end of the tunnel



In Light at the end of the tunnel we looked at a three cabin Bavaria 36 in Port Dinorwic. We actually made an offer on this boat, but a deal was not reached as the seller refused to have a survey. However, it did make us look at other Bavaria 36 yachts, especially the two cabin versions.

## Burns and Boats



In Burns and Boats we were actually outside Robbie Burns house on his birthday. We also looked at a Bavaria 38, which was within our base budget, but it would need new sails and all new running rigging.

## Castle Largs



At Largs we looked at a Beanatau 36 centre cockpit which was a great layout, with a fantastic galley, an Etap, which has very little storage. We then went up the road to Greenock to look at a Moody 37 centre cockpit, which we loved, but there was a lot of projects that needed doing.

## Loony Troons



This time we were back in Troon, to see a two cabin Bavaria 36, we really liked the boat so we made an offer, however our offer was £500 short of what they wanted so we walked away

## A boat is in our future



We were on our way to see another two cabin Bavaria 36, but this time on the Hamble, when we had a call from the yacht broker in Troon to say our offer had been accepted. So what we decided to do was look at the one on the Hamble and decide which boat was for us. In the end it came down to heating or radar, so we went for heating, so we told Scotland to proceed.

We've put all of the above videos into one page on our web-site called

<http://www.saltylass.co.uk/yacht-search>

## Sea Trial and Survey



Once the offer was accepted, we paid the deposit and organised a test sail and survey.

The test sail was really good as we were able to try out most of the systems on the boat, including the windless and the sails. We were also shown how to clean the logger. The survey then started and the survey team gave us a verbal thumbs up at the end of the day, which meant that we could proceed with our purchase.

To read the full account of our day look at

<http://www.saltylass.co.uk/sea-trial-and-survey>

# Check List

## Our Check List

When we were looking for our boat then there was several things that we looked for ourselves. Depending on if the boat was in or out of the water made some of the items easier, while others impossible, but having a list allowed us to be consistent. We did not go into detail that is what the survey is for, but we would write down what needed replacing or repairing and approximate time in days to complete the job. This gave us two things, the first a list of big ticket items that we could use in the negotiation process and an approximate time scale for projects.

If you are boat shopping we hope you find our list useful.

## External

If you can view your boat out of the water then you can see issues such as osmosis and pinking on skin fittings. If your boat is in the water however then ask questions about when was the last time any antifouling was applied. Any seals on the boat however are water tight.

**Below Waterline** - if your boat is of fibreglass construction then look for blistering of the antifouling which indicates osmosis. If you do detect bubbles, then give an indication on bubble density. What type of antifouling was applied and when was the last time it was applied. Copper coat is the best antifouling solution, but there are others. For wooden boats add caulking and the frame, while for metal boats you are looking for rust.

**Below the water skin fittings** - How many do you have below the waterline. If any of the fittings have a pinkish colour then that indicates replacement time. You also have other fittings like the speed logger and on these, look at the seals around these fittings and any indication of damage.

**Rudder/Keel** - Around the keel there is a seal, so look at that. If you have copper coat antifouling solution then issues can occur on the keel, so look for cracks in the paint. The keel is also the most likely part of the boat to sustain damage, so look for any repairs and if there are any, how good is the repair.



*Sail Drive Seal*

**Propeller** - As well as damage to the propeller, you are looking for any play as this can indicate issues in the shaft. For different systems of propulsion then each have their own issues. For sail drives, it is the sail drive seal, that you need to look at, with the above seal needing replacing. While for another it is the p bracket cutlass bearing that needs close attention.

**Anodes** - Look at the condition of the anodes. If you have wear greater than 66% - 50% then replace immediately.

## **Deck from forward**

**Bow Roller Assembly/Anchor** - Do you have a windlass and what is its position, on the deck or in the anchor locker. Look at the anchor chain and rode, in particular the shackles that attach the anchor to the chain. Is there any cracks in and around the bow roller. What type of anchor do you have and what is its weight.



*Cracks in the gel coat*

**Deck** - For teak decks, then the caulking can have problems as well as more potential leaks. Also replacement of this is very expensive. For fibre glass boats look at your gel coat in particular in and around areas where strain occurs such as at the base of stanchions. If your boat has any anti-slip matting take a look at its condition.

**Topsides** - On a fibre glass boat then the main thing you are looking for on the topside of your boat is de-lamination, which is where the fibre glass separates from the core. While areas of a spongy deck indicate rot or damp of some kind.

**Chain plates** - On these you are looking at their general condition, are there any cracks especially near or in the welds.

**Mast** - What type of mast do you have? If you have a keel stepped mast then look at the seal around the mast as this is a common place for water ingress.

**Cleats** - Look at their condition and how they are secured to the hull.



*Damaged Cleat*

**Stanchions, guard wires and handrails** - Look at the fitting at the bottom of the stanchions, look at the condition of guard wires and look at the condition of any handrails.

**Hatches/Windows** - Look at the seals around the hatches, as well as the acrylic.

**Cockpit/Steering** - What instruments do you have at the helm. What type of steering do you have. Do you have an auto helm? Are there other issues around the cockpit, like the teak on the seating. Will your winches suit your requirements?

**Lockers** - How many and what size of lockers do you have?

**Above the water skin fittings** - How many do you have above the waterline. You also have different types of fittings like the exhaust outlet etc. What you are looking for are the seals around these fittings and any indication of damage.

**Other topside items** - These can include life rafts, dan buoys and maybe even solar panels.

## **Sails, spars and rigging**

**Sails** - What type of sails do you have, what is the condition of the sails and if applicable how many reefing points do you have. Do you have a sail bag and what is the condition of this.



**Spars** - The end caps of your spars can get damaged, so look at these.

**Standing rigging** - This has a life expectancy that is dictated by insurance, so make sure you find out when the standing rigging was replaced.

**Running rigging** - This is all your lines, reefing points, lazy jacks and other mooring lines. The cost of ropes can soon mount up, so knowing the condition of the lines is important.

## Internal

When looking at the internal fitting, think about how you would fit in that space. Will the space suit you and your requirements.

**Storage** - How much storage comes with the boat? What are the catches like? Do you have enough storage to suit your needs

**Lighting** - Does it work? Is it sufficient? Is it halogen or LED bulbs.

**Soft furnishings** - This is the seating as well as the mattress for you bunks.

**Head liners** - Are they in good condition.

**Chart Table** - What equipment is at your chart table. What is your switch panels like? Are there any issues from the equipment or the wiring.

**Galley** - Look at the equipment in the galley such as the cooker, the sink and the fridge. Also look at the configuration of the galley and think about how the space will work for you.

**Heads** - As well as the toilet, sink and shower, have a look at the hoses and exercise any stop cocks. **Always ask permission to exercise the sewage sea cock.**

**Heating** - Do you have any and if you do have heating, where is it.

**Bulkheads and Tabbing** - Are your bulk heads in good order especially the varnish and are they will secured in place

**Bilges** - How wet are they and what condition are your keel bolts

## Machinery and Equipment

Test as much as you can. For example, if your boat is in the water, then ask if you can hear the engine running. If you can turn on the instruments then do so and check that they are working as they should.



*Salt encrusted impeller*

**Engine** - Look at how clean the engine space is, this gives a good indication of how well maintained the engine is. If they have a service record then take a look at that. If you can get them to start the engine then see, how easily it starts. Access is really important, so make sure you have good access to the oil and diesel filters and the impeller.

**Fuel tank** - Where are they placed, what size and what condition are they? Does this yacht come with a day tank?

**Water tanks** - Where are they placed, what size and what condition are they?

**Gas** - Does this yacht come with a gas safety certificate. If it doesn't look at the hoses if you can.

**Batteries** - What size batteries do you have for both the house and the starter battery. How old are they? How many connections have been added to the terminals.

We hope you find this information useful. We now have this article on the web at:- <http://www.saltylass.co.uk/yacht-buying-check-list>

# Damsels in distress

**Beverley and Gaynor were helped by the RNLI at Portpatrick in their trip down from Troon to Liverpool.**

We had left Portpatrick in Scotland to sail to Peel in the Isle of Man. We left near high water as the entrance out of the harbour is quite narrow. Even though the weather around the harbour had been clear, we hit a squall line and soon the winds were gusting between Force 6 to 7 (moderate gale to gale force). In addition to the winds being straight on our nose, the tide was against us so that after three hours we had travelled just seven nautical miles and the weather was not improving, so we decided to return to Portpatrick. The return journey took just 40 minutes, which shows just how quick you can go when the wind and the tide are in your favour.

We lined up the harbour entrance and as we were entering the harbour, a huge swell hit us and suddenly we were steering 45° off our initial course, straight into rocks at the narrow entrance. We quickly turned away from the harbour and contacted the Coastguard and asked for advice as the weather and sea state was continuing to worsen.

The coast guard asked if we would like assistance to which we said “Yes”, thinking that we would get some local advice. However, the RNLI boat that is stationed at Portpatrick came out to help us. They used the lifeboat engines on full throttle to flatten the seas and we were able to follow them in their wake into the harbour through the difficult entrance.



*Beverley and Gaynor*

Once in the harbour, they helped us tie up our yacht as we were still a bit shook up from the scare we had received. The RNLI crew were so helpful to us and friendly, they even invited us up to the crew room where we had a lovely cup of tea.

While we were there at the lifeboat station, they gave us advice on our route and the best departure times and the location of certain local dangerous waters.

We have always supported the RNLI but that day we really learned just how vital their role at sea is. They are supported by donations from the public - people like you - and you never know when you will need them to be there.

Please support the RNLI by donating and ensure that they can continue in their vital work.

<https://www.justgiving.com/fundraising/damsels-in-distress>

We also have the story on our web site at:- <http://www.saltylass.co.uk/damsels-in-distress>

# Fire regs

After finding a total of five fire extinguishers on board Salty Lass, Gaynor decided to get them all checked out and to find out exactly what the recommendations are for boats.

We got our fire extinguishers checked out by a local company called Jackson Fire and Security who came out to Salty Lass, to do their checks. We were charged £30 for the call out and another £6.50 for each extinguisher, however four of the extinguishers were condemned as they turned out to be the originals that came with the yacht in 2002, so they agreed not to charge us for these. I put one of the extinguishers to good use by using it at the local fire station. I was surprised by the amount of powder that was produced and if I needed to use one in real life, I would need an escape plan of how I was going to get out of the yacht.

Once we found out that all the extinguishers except one was duff, we set out to find out exactly what the recommendations for a sailing vessel are:-

## Types of fire

There are several types of fire which have been classified into groups:-

- A) Solids like paper, wood, bedding etc
- B) Fires involving liquids such as oil and petrol
- C) Fires involving gases
- D) Fires involving metals
- F) Cooking oil and fat fires



Using a fire extinguisher

Electrical fires are not included within this list as they recommend that you turn off the boats electrical circuits then deal with the type of fire from the list.

## Types of fire extinguishers

There are several types of fire extinguishers and the different types work well for the different fires

**Water** - Only use on A type fires, there is plenty of that in the sea, so make sure you have a bucket that sinks on your boat

**Powder** - Good for A, B and some C fires. Very messy and not good for your engine.

**Foam** - If you get this make sure that you get the type of foam that is suitable for B type fires, as some foam is only suitable for A type fires

**CO<sup>2</sup>** - Need to get quite a big extinguisher to deliver the power required to meet the recommendations.

## Fire fighting Power requirements

As well as being classified for the types of fire they can tackle, fire extinguishers are categorised to indicate their fire fighting power.

For type A fires, the classification indicates how close you need to be to the fire, so for a classification of 5A then this means that you need to be standing 0.5m away from a fire measuring 50cm x 56cm, while 13A means that you can be standing 1.3m away from the same size fire.

For type B fires the classification indicates the volume of liquid used in the test, so for a classification of 89B then 89litres of fuel was used in the test.

## Recommendations

**Please Note:** The UK Merchant Shipping Regulations do not mandate fire extinguishers on private pleasure craft of less than 13.7m in the UK, unless they are required to have a valid Boat Safety Scheme certificate.

However, I thought that having the correct level of fire extinguishers on board would be prudent.

Boat Length overall	No of extinguishers	Combined Rating
Under 7m	2	10A/68B
7-11m	2	13A/89B
Over 11m	3	21A/144B

Now Salty Lass measures about 11m and I had an extinguisher on board with a rating of 5A/34B, so to meet the requirements of a 11m vessel I needed to purchase one more extinguisher with a combined rating of 8A/55B

## Other extinguishers

These ratings do not include any specialist extinguishers like one in the engine compartment. After using a powder extinguisher and finding out just how corrosive they are for engines, we went for the more expensive residue free type.

<http://www.saltylass.co.uk/no-fire-in-the-hold>

## Brunswick Stew



## Ingredients

- 2 Chicken breasts
- 750g new potatoes, pre-cooked
- 200g baby mushrooms, washed and halved
- 1 large onion, chopped
- 2 cloves garlic
- 1 thumb sized ginger, finely diced
- 1 yellow pepper, chopped
- 1 can tomatoes (250g)
- 1 can peas/sweetcorn (125g)
- 1 gluten free chicken stock cube
- 1/2 teaspoon black pepper, crushed
- 1/2 teaspoon crushed chilies
- 1 table spoon chopped thyme
- 1 spoon tomato purée

Cut the chicken breast into pieces, then dust with paprika and salt. Place in a hot pan with olive oil and sear the chicken lightly on all sides, before putting aside.

Fry the garlic and onions until soft and starting to brown then add the tomatoes, gluten free chicken stock cube, herbs and diced yellow pepper. Add about 250ml (1/2 pint) of water and stir. When it starts to boil, reduce to a simmer and add the chicken back in. Cover the pot and leave for 30 minutes.

After 30 minutes add the optional peas or sweetcorn along with the new potatoes cover and leave until the potatoes are done. Check for consistency and add corn flour if desired.

<http://www.cooks-tour.co.uk/brunswick-stew>

# Challenge Wales

**Challenge Wales - Helping to challenge what we think is possible for young people with issues and the environment**

Adventure Wales, sponsored by Challenge Wales, took part in the tall ships race, from Liverpool to Dublin that started in Liverpool on Monday 27<sup>th</sup> May 2018

**Helping people with issues**



*Ben one of the trainees*

Ben started to have issues with drugs from the age of twelve, at first just experimenting, but over time the habit developed with him taking other substances and eventually crack cocaine. Then after an eight year habit, he just had a moment of truth and realised that

enough was enough, so he went to rehab. Now one year later, he is part of an alternative learning program, so he will be learning team building skills, during the trip from Liverpool to Dublin.

**Helping the environment**



*Skipper Sam Jones with the award*

Challenge Wales won a Superlambanana for their work with the environment, as over the last few months they have been developing an accredited unit of learning with Youth Cymru and Agored Cymru, which delivers an environmental project, that looks at the flotsam that is in the sea, and the materials that are swept onto near by beaches of the places that the yacht visits.

<http://www.saltglass.co.uk/adventure-wales>

# Sailing for the Disabled

While in Douglas, Beverley and Gaynor took the opportunity to join the crew of **Pride of Mann III** a 48ft **Beneteau Oceanis**, and the charity **Sailing for the Disabled**. This is Gaynor's story

I had met Arne the chairman of **Isle of Man Sailing for the Disabled** in Peel when we were bringing **Salty Lass** down from Troon to Liverpool, so we arranged to come out with him on the Tuesday following the race to the Isle of Man.

The children from the special needs unit of **Castle Rushen High School** were set to arrive at 10:15, so we arrived at the yacht one hour before hand to discuss the outline of the day and have the safety briefing.

Soon the four children arrived with their teacher **Kerry**. All the children were excited and wanted to be helmsmen, but initially they needed to listen and sit in the cockpit while **Pride of Mann III** manoeuvred out of the harbour. As soon as we were in the outer harbour **Caleb** one of the children helped on the winch to bring out the main sail, while the other children **Molly**, **Evan** and **Mikolaj** saw the first pod of dolphins. During the sail, we were all fortunate to see several pods of dolphins along with other wild life like gannets, seagulls and jelly fish. Every time we saw a pod of dolphins we all strained to see the elusive creatures and enjoyed the magic together when we were rewarded with a sighting. During the sail to the mooring just south of **Laxy**, **Caleb**, **Molly** and **Mikolaj** all had a go at being helmsmen, while **Evan** took it easy and looked out for wildlife.



**Pride of Mann III**

While we sailed to the mooring I chatted to **Kerry** their teacher who told me that over the last five years in addition to using the sailing to deliver biology and geography lessons, the school has been using the sailing to help develop the children in a variety of different ways, from improving language, listening skills as well as giving them coping mechanisms to deal with challenges. For some children, it has also given them a life long hobby, as they have gone on to access the service as adults.



**Beverley on the helm chatting to William**

I also chatted to **William**, one of the volunteers who started as a mate, but

through training provided by the other volunteers he has progressed to a local skipper. For him, he has been able to enjoy sailing and help others.

On the approach to the moorings just south of Laxy bay, Beverley had the privilege of helming the yacht onto the mooring while I helped at the front of the yacht picking up the strop that was attached to the top of the buoy. Once safely moored on the buoy, the children ate their lunch. Everyone ate everything as they all had healthy appetites.



**Gaynor on the helm**

On leaving the mooring I was asked to helm, with the help of Caleb who joined me on the twin helm. The winds had picked up and were so strong on our return that we sailed just south of the light house and discussed the Peregrine falcons that nest on the cliff face just below Marine Drive. Although we all looked, we failed to see them, soon it was time to return to harbour where I handed over the helm to William who helmed the yacht into port.

It was a fantastic day and I will always remember the smile on Molly's face.



**The kids with the volunteers**

## **Pride of Mann III**



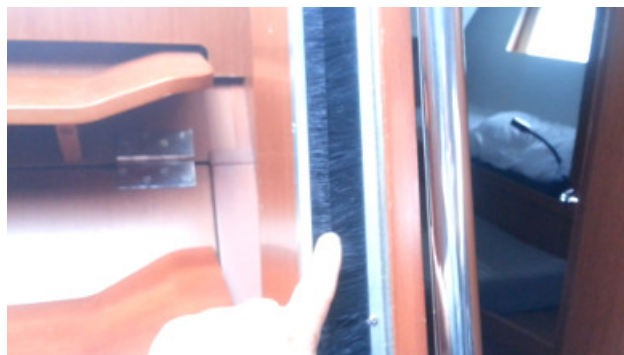
**Swim platform**

Pride of Mann III has been especially adapted for Sailing with the Disabled, as it has a ramp that can go over the swim platform to allow access for wheelchairs.



**Movable cockpit table**

It has a movable cockpit table so that there is room for a wheelchair in the cockpit area.



**Covered rail at the steps**

And a special rail and chair which allows access to the downstairs area.

Becoming a member of the charity costs just £10 per person and they take out people in wheel chairs as well as people with learning difficulties. If you want to get involved visit their web site

<http://sftd-iom.com/>

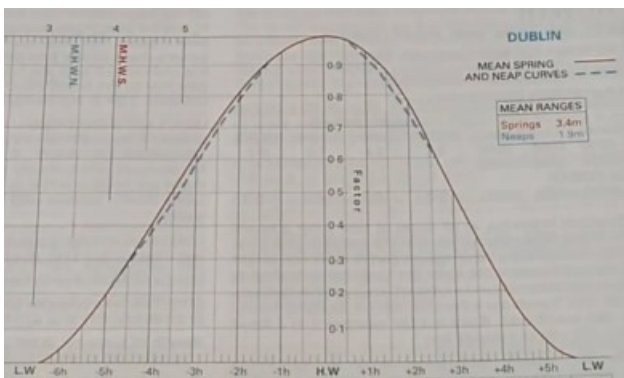


# Rule of 12ths

The Rule of twelfths is a handy shortcut that allows you to calculate the height of the tide.

After spending the night in Howth, we were ready once again to set sail, and this time the wind was in the right direction so that we could anchor in the Skerries. Looking at the passage we decided that we would like to go between two islands that had a spit running between them that had a charted depth of only 0.3m. This meant that we needed to use the rule of twelfths to determine, when it would be safe to go between the two islands.

## The Rule of Twelfths



Tidal Curve

This is a way of roughly calculating the depth of tide at any one time. It can only be used when the tidal curve is nice and smooth and the time between high tide and low tide is about 6 hours. What you need to know is the tidal height between high water and low water. Once you know that you divide the tidal difference by 12. We usually change the difference slightly so that it can be easily divided by 12. In the case of the Skerries the the tidal difference was 3.7metres so we rounded it

down to 3.6metres so that one twelfth was exactly 0.3metres. High water that day was 4.1m, with low water at 0.4m above chart datum. If we round down the tidal difference, we always round down the tidal height by the same amount, so that we underestimate the height of tide. This makes the calculations as follows:-

		Time	Height	At the spit
High Water		11:30	4.0m	4.3m
1/12	0.3m	12:30	3.7m	4.0m
2/12	0.6m	13:30	3.1m	3.4m
3/12	0.9m	14:30	2.2m	2.5m
3/12	0.9m	15:30	1.3m	1.6m
2/12	0.6m	16:30	0.6m	0.9m
1/12	0.3m	17:30	0.4m	0.7m

Example of using the rule

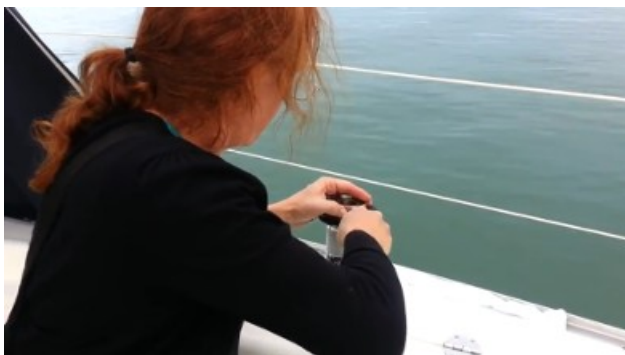
The spit between the two islands measured 0.3m at chart datum and our boat has a 1.5m keel and we like to have 1m under the keel minimum, so we need to be going through the gap before 14:30, which would be quite easy to achieve as the Skerries are not too far from Howth.

We left Howth with a bit of wind, so we got the sails up, looking forward to a simple sail, when all of a sudden the winch seized. I thought at first I had put the sheet on the wrong way which I have done



before, but it really was seized. So I put the foresail away, and we tried to sail with just the main, Soon the wind was too slight for that and we had to put the motor on.

We easily made the passage between the islands in time, but we still went slow, so that if the charted depth was wrong for some reason, we could take action in a seemly manner.



**Beverley fixing the winch**

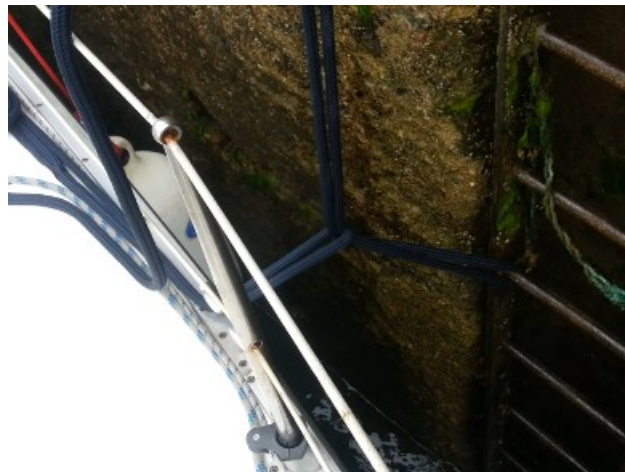
Once we got to where we hoped to anchor, we were directed by a nice young gentleman to a mooring ball that was free for us to use. I think people are so generous, what with their time, plus letting us use the mooring for free. The mooring was great and it gave Beverley time to take the winch apart and clean it. While Beverley did that, I created a little pocket, which I could add to the bottom of the zip on the sail bag.

That night we were awoken in the middle of the night, by our anchor alarm going off, we had somehow dragged the mooring, so Beverley jumped out of bed, with me getting out of bed soon afterwards and we saw that we only had 0.5 meters of water under our keel, and we still had 0.7metres of tide to go, according to the rule of 12ths so we moved the boat at 6o'clock in the morning and anchored.

This time the anchoring was fine, after all we have run aground once(Running aground in our sail boat). Had our anchor ball wrapped around our propeller once(Rescued at Sea), so thankfully third time was a charm.

<http://www.saltylass.co.uk/rule-of-twelfths>

## Harbor Walls



**Riser**

If you have to tie up to a harbour wall then here are some of the tips we have learned.

**Get in as quick as you can** - Aim for any ladders and tie up to the ladder as quickly as you can. It does not matter that you will need to remove this line, it is only temporary.

**Use an angel** - Use a long rope that is longer than the tide height plus twice your free board to secure the front and stern of your boat to the top of the harbour wall. Then add a large weight known as an angel to the line so that the line goes from your cleat, down to the water, being pulled down by the angel, before rising all the way to the top of the harbour wall.

**Create your own riser** - If there are no risers then you can create one by using a braided rope. Loop the rope around a rung at the top of the ladder above the high water mark. Keeping the rope on the outside of the ladder bring the rope down to the bottom as far as you can go. Now tie the rope in a loop. You can now use your riser to loop another rope from your deck. When you create a riser you must stay on board to adjust the bottom of the riser until you get to low water.

We expand on these tips and explain in more detail in our recently updated article at:-

<http://www.saltylass.co.uk/tieing-up-to-a-harbour-wall>

## RNLI Visit

Seven members of the Liverpool Yacht club visited the New Brighton RNLI station on Saturday 26th January 2019.



Gaynor kitted up with RNLI spokesman

The visit started with the RNLI spokesman telling us all about the station and the types of rescues that they get involved in. With access to the River Mersey and Liverpool Bay, the station is quite busy and in the top 5 for call outs in the UK. Once we had watched a short video we toured the station, stopping off at the kit room, where I tried on the drysuit. It is quite a cumbersome piece of clothing, but it is so necessary as the crewmen and women have to go out in all weathers. Once I had put on the suit, I put on the life jacket which is not auto inflate like the ones we have on Salty Lass, as these can go off accidentally. Once I was fully toggled up we got into the rib. Getting into the rib itself was so difficult in all the gear and I made quite a few people chuckle as I finally got into the rib.



Sitting in the rib

I sat down in the communications officer place, so I was shown some of the equipment that was at hand to that volunteer.

The process that the crew have to do to set off was explained and I think that it is marvellous just how quick that the volunteers can respond in an emergency. The equipment was explained too and there are so many good ideas crammed onto the rib. I was surprised that there was no boat hook, but there was lots of other pieces of equipment, that the crew was fully equipped for whatever emergency that they would encounter.

After we were shown the rib, I stripped out of the dry suit, then had a go on the swivel chair in the tractor. Its marvellous that the tractor has dual controls, again another great idea.

We had a great time and we raised £30 for our Damsels in distress campaign.

<https://www.justgiving.com/fundraising/damsels-in-distress>