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HORIZONS

THE COBB'S QUAY BERTH HOLDERS ASSOCIATION
MAGAZINE

2012

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plus

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Sandbanks Ferry History

Book Review

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Front Cover: CQBHA leaving the River Dart
Back Cover: The River Dart Entrance
Photographer: Work of Art Marine Images

EDITORIAL



Hi everybody, it's great to be back since our last Horizons magazine two years ago. The reasons for missing last year's Mag was partly down to lack of articles and partly down to time, but we're back with a load of new articles and points of interest and we now have a co-editor to share the load. Diane Meeson used to edit and produce a company in-house newsletter and now she's moved to Poole and has a boat in Cobb's Quay, she has offered to help with our Horizons Magazine.

We've certainly seen a lot of changes since our last edition. The Twin Sails Bridge is now with us, albeit a little erratic at the moment and the fuel crisis has passed without the frightening hikes in prices to full road prices.

We were all very worried about the diesel situation and the effect it would have on our future boating activities and we even had the recent scare that we would be fined for using red diesel abroad. But the French in Cherbourg have promised that we can go over the Channel to their shores or the Channel Islands without any worries of prosecution. So all is well after all.

The weather this year has not been the best I can remember but Kevin Butler is still putting on cruises for us to enjoy with the help of Nina Dunne on administration. He has certainly had fun trying to get us accommodation in the various marinas due to the Olympics this year, but he's still managed to get us away. Thank you Kevin for all you do.

This year we have also had the Golden Jubilee with all the pageants along the coast and boats bedecked with flags and bunting. As a rare moment we have all the liners showing up in Southampton starting with the three Queens on Jubilee Day. What a magnificent spectacle they make and we can see them from our boats. Bonus!!

When you look at the state of our busy roads I can't help thinking how lucky we are with the freedom to just go. No cameras, no congestion, no road rage, just healthy air and the chance to go where ever you wish. Even the twin bridges seem to be settling down to some sort of pattern with the lift sequences and the new bridge is half a metre higher, so it is possible that you may only need to wait for one bridge. I've ducked it a few times, depending on the state of the tide, but it certainly hasn't been the formidable task I think we all expected it to be.

I've noticed the marina is looking a tad empty in places recently but there still seems to be a lot of new boating people arriving in the marina with their enthusiasm for fun on the water. Please help them to feel at home and help them to feel the amazing camaraderie that we all enjoy in the marina, on our cruises and when we are out locally.

One last thing.....for this Magazine to continue to be a success we always need a constant input from you all. Please send us your articles or a story that you think will bring a smile or help fellow members. It's amazing how liberating it is to write a story about your experiences or an interesting theme. You have the E-mail address below, so please don't leave it to everybody else, 'cause if you do there won't be a next year's magazine.

Enjoy this magazine and have a wonderful, safe boating season.

All the Best
 Peter Hayton and Diane Meeson

Co Editors: Peter Hayton & Diane Meeson
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CHAIRMAN'S REPORT



Poole Bridges

What we used to think of as the 'Twin Sails' bridge – the new Poole Bridge – is now part of a 'system'. A system - or 'lock' - which we will have to navigate to leave or enter Cobb's Quay effectively.

'...the Twin Sails Bridge is part of a new 'lock' system which we will have to navigate to leave or enter Cobb's Quay effectively...'

You will have received communications about the Marine Traffic Signals for the bridges to comply with international standards. Please take the time to make sure you are familiar with them as they are different and misunderstanding them and acting wrongly may have more consequences than currently. It is especially important to keep up to date as they have been revised by the Harbour Master from earlier drafts.

In our monthly e-mail newsletters you received our construction updates and I hope you found them useful. Most of you will have had some chance to pass the works and my understanding is that transit was mostly without issue? Although in some areas the channel was a bit tight or constricted, this was passed on to the Harbour Master.

Our attention is however now focussed on the operation of the bridges and checking that the arrangements will ensure that you will always have safe and, as far as possible, unrestricted passage.

How the bridges will operate

Mike Brine (Vice Chair) and I attended a meeting of the Bridges Operating Board together with the Harbour Master, Jon Eads and Dave Wilson from MDL and representatives of the Council to discuss options for the timings for the use of the two bridges.

It was planned that there would be hourly lifts from 0500 hrs. The bridge sequence (i.e. lifting of both bridges) will be initiated by the first bridge to lift. Until 1400 hrs this will be the new 'Twin Sails' bridge. From 1500 hrs to 2300 hrs the sequence will be initiated by the current Town Bridge. [NB. Hours changed when the timetable was released so make sure you have a copy of the current timetable].

In essence the sequence will be :-

1. Lift first bridge - boats enter basin - close first bridge
2. Lift second bridge - exit basin - other direction boats fill basin - close second bridge
3. Lift first bridge - exit basin

It is likely that there will be a further option for the first direction boats to enter the basin and wait for the next lift having the option to tie up and not stay running, holding station. It may also be that these boats are allowed to exit depending on the number and/or lift time.



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The capacity of the basin was initially assessed as 57 – a number which was proposed in the Inquiry. Together with the Harbour Master, a number of members assisted in a trial in early 2011 to assess the maximum capacity (and it all happened in absolutely ideal conditions). The Harbour Master decided that in these conditions the safe capacity will be 60 boats. There are 15 temporary berths within the basin to use which will assist this.

Timetable and early experiences

The initial timetable drew much negative comment appearing to limit the number of lifts significantly and not complying with the agreed 'three lift' arrangement. Happily it was quickly revised and a detailed consultation was undertaken with members about the most appropriate timetable, how it should be communicated and the practicality (or otherwise) of the temporary moorings.

Almost 50 comments went forward to the Bridges Operating Board meeting in April 2012. These were used to decide on the timetable going forward - which is the decision of and has to be agreed by the Council - and also the temporary mooring arrangements.

What we would like to achieve

Our ambition is that anybody who wants to exit or enter Cobb's Quay at a particular time/lift will be able to. I hope this will be made possible because of three coordinating factors :-

1. Additional (now broadly hourly) lifts which will spread exit/entry demand
2. Extra basin capacity agreed for lifts where there is a large boat demand
3. Natural demand management through conditions (i.e. although poor conditions will reduce basin capacity there will be less boats wishing to use the bridges)

We anticipate this will mean that few - if any - lifts during the year will have more boats wishing to exit/enter than can be accommodated by the basin capacity.

With that in mind our position is that, should more boats wish to enter/exit the basin than can be accommodated then for *stress of navigation* the Harbour Master should open the second bridge to allow the early boats to exit and allow all the boats that still wish to enter the basin to do so before closing the 'first' bridge only after the last boat has passed.

For this to work skippers have a responsibility to arrive at the bridge on time and stay closed up (whilst still at a safe distance). Stragglers may find that the red lights show for them and they will not be able to proceed.

Safe use of the Bridges

The issues as we see them split clearly between the basin (i.e. the water between the bridges) and the approaches.

Our expectations are that safety and control in the basin will be achieved through the various plans in place. Specifically :-

- Boats limited in number due to conditions
- Bridges Marine Traffic Signals control lighting
- Manned control room overlooking the basin

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- Harbour Master vessel in the water at busy times
- More bridge lifts than now
- Mooring facilities
- Penalties for people who do not act safely

Our concerns however are about the safety and ease of use on the approaches i.e. the Backwater Channel and, perhaps of more concern (because of more constriction of the channel due to moored and moving manufacturer and working boats), the bridges approach through the Quay.

'If people could be assured that they would definitely get through their lift time of choice, it is likely they would always navigate in a way they considered safe'

We are concerned that due to the fact that the numbers allowed in the basin will be limited, e.g. to 60 or less by conditions, skippers may be tempted to 'race' to ensure a place in the queue and thus the basin and, by seeking to pass others, will create a kind of 'boat rage'. It is likely the risks in this situation will be exacerbated by poor conditions, with less boats allowed in the basin and more challenging water and wind conditions, as well as the differing abilities of the skippers.

It is therefore essential that the risk of not getting a place in the basin and thus any desire to race is removed as far as possible.

If people could be assured that they would definitely get through their lift time of choice, it is likely they would always navigate in a way they considered safe. If the Harbour Master could enable that certainty this would seem to be the safest option.

We are keen therefore that the Harbour Master provides that reassurance and the method we are suggesting is what we are calling 'double lift for safety'.

This we believe is a simple and easily understood method. It would work like this. The first bridge will be lifted to allow boats to enter the basin. The basin would be filled to capacity and that bridge would be closed. If it can be seen - perhaps by a simple count on a camera by the bridge operator - that more boats wish to enter the basin than the capacity would allow, then the second bridge would be opened to allow boats to exit the basin, but only after a significant number of boats had entered. This would mean that both bridges would be open for a very short period of time - likely to be just a few minutes based on the Council's data - if at all.



Passing the Twin Sail's Bridge in orderly fashion

'The Harbour Master has indicated that if there is a perceived navigation danger this would cause the second bridge to be lifted'

The Harbour Master has the option to lift both bridges due to 'Stress of Weather, Stress of Navigation and / or an Emergency situation'. Our suggestion is that if the basin looks like reaching capacity this is automatically a 'Stress of Navigation' situation and the second bridge would be lifted to allow

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boats to exit and thus any boats wishing to enter the basin for that lift will be able to do so. In this way the 'boat rage' risks we anticipate brought about by this Stress of Navigation would be alleviated.

At this time there is no willingness to commit to this by either the Harbour Master or the Council. The Harbour Master has however indicated that if there is a perceived navigation danger this would cause the second bridge to be lifted. We hope he will agree that one situation for this would automatically be by virtue of the numbers of boats wishing to enter the basin. We believe the commitment and clear communication of this is an essential component of removing any doubt that a boat may not be able to exit through a lift and thus ensuring skippers are not tempted into inappropriate action.

As an Association we recognise that any solution must also respond to the needs of the larger numbers of road users, otherwise it will not get a hearing but we do feel that our suggestion has a balance to it that should be acceptable to all.

I would welcome any feedback from you about our position - whether in support or disagreement - in order that we can be effective in representing your views.

We will of course continue to update you with developments.

Jonathan Saunders
Chair, CQBHA
chairman@cqbha.org



Chairman's Season Reviews - 2010 - 2012

Whenever I write these reviews my mind inevitably turns to more positive thoughts as I look forward to the coming year in hope. After a winter which did very little for the boating climate, thoughts of hot (ish) and sunny summer days seemed far away but, as ever, it is never many months until they are with us again.

I am delighted to present my perspective on the 2010, 2011 and 2012 seasons.

2010: Cruising in Company

In 2010 we ran a number of successful cruises both locally - to the Solent and Weymouth and also our main holiday cruise to the West Country which I was able to join at Brixham. This cruise was limited to 10 days which seems to have enabled more people to go as there was less time away from work.

Kevin, Nina Dunne and other lead skippers such as Andy (Bongo) delivered a successful cruise programme both to local destinations and to France. We are very mindful of the fuel in our planning but inevitably our passion comes with a cost. Most important about these cruises are the chance to cruise 'in company'. As an Association we see this as our prime function - 'to enable members to go further' - by helping with planning and pilotage (the pre-cruise briefing has been made a 'requirement' for skippers to attend), giving skippers and crews confidence to go to new destinations, that may be further afield, safely and with the assurance that if something does happen there are people around to help.

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*'As an Association
our prime function is
'to enable members
to go further''*

We also offer training to skippers and crews. For example the Ladies Training Day, which successfully ran again in 2010 taking 8 ladies aboard Girl Fisher to further build their seamanship with help from Fran, who is an experienced captain currently working with Condor. Clive again stepped back to let his pride and joy be skippered by Fran.

As an Association there are a number of practical resources that we make available, from passage plans (a SOLAS requirement) by way of Cumberlidge Waypoints in cruise briefing notes to the requirements for cruising to France and other resources on the website. Co-ordinated by Kevin Butler, the website is an important source of information and a reference site for things such as weather information.

The website, our monthly newsletter - edited and written by Jim Reynolds - and of course the information in this magazine which is edited by Peter Hayton and Diane Meeson, printed by Peter and with many photos from Anne, are intended to provide sources of current and reference information that will help you to get more from your time at the marina and on the water. You can also send any updates of your details to Val Grant, who is membership secretary, to ensure you continue to get communications such as the monthly e-newsletter.

You will have seen that as well as containing items of current interest the monthly e-newsletter has contained updates about the bridge and other issues. Please ensure you are getting these newsletters. The Horizons magazine offers a great chance to read about news, and keep it to look at it again and, of course, promote your services as an advertiser.

In addition to seaborne activities we also aim to provide shore based social events led by Mike Brine, Kevin Butler and Clive Snow with help from many Committee and other members. In 2010 there was a boat jumble and we again ran a successful Summer party with a live band and our usual raffle and auction. Many of our members supported us with donations for raffle prizes - and beer - and MDL did us all proud with a fantastic hog roast.

Tickets for parties were available from Committee members around the marina but also - together with other member merchandise (such as burgees and CQBHA pennants) and hard copies of this magazine - from Ian Wateridge at the shop. Disappointingly a planned party in the boatshed near the slipway in September was cancelled as insufficient people had purchased tickets. We were very sorry for those who had supported us by buying tickets but the difficult decision to cancel was taken to minimise the loss to the Association.

2011: Cruising in Company

For 2011 we were at least able to get the cruises away - including a great main cruise to Ouistreham and Caen - although some, notably the final cruise to Weymouth, have involved some challenging conditions.

The one thing that is certain though is that there are no weather or sea conditions that can dampen the camaraderie that is the mark of CQBHA cruises in

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company. There is always someone to help, whether it is with a bit of advice or a tow if you have a problem, or there with vodka jelly at a pudding party.

Do try and make sure that you get on one of the cruises as soon as you can.

Poole Bridges

As a Committee we recognise our priority is to positively influence the operations of the bridge and to assist this I have consistently asked for your views and also your support with events such as in any meetings with the Harbour Master and also feedback on your experiences and ideas as we use the two bridges 'system'.

Most of you will be aware that in the Spring of 2011 we carried out a bridge 'basin' or 'lock' (the gap between the bridges) trial. We asked for volunteers and several member boats helped out. Conditions were absolutely perfect - no wind and no tide - and we were able to validate that 60 boats between bridges will be easily accommodated, especially with the 15 temporary berths.

This (60) will therefore be the capacity allowed in ideal conditions. The number will be reduced in conditions of higher wind or tide. I am of the view that this capacity along with hourly lifts will mean that there are few, if any (Air Show?) occasions that will have a demand that will exceed the safe capacity of the basin. This means that anybody who wants to leave on a bridges lift will be able to do so. This reassurance, for me, is **essential** for safe use of the bridges.

There was then the task of trying to work out an 'algorithm' to enable the bridges operators to decide the safe capacity based on conditions. We have had some consultations over this but these have not gone anywhere, so please make sure you let me have your views on how the arrangements are working.

In need we have a direct link to the Bridges Operating Board via Jon Eads (MD MDL) but there is also a very positive direct dialogue with the Harbour Master. I would encourage you to report any incidents to the Harbour Master (copying me in) so that he can build up a picture of use of the bridges.

Boat Show 2011

I managed to get to the Southampton Boat Show on the first Saturday. I had meetings planned with Guy Malpas from the RYA (see below re Active Marina), Dave Wilson (Marina Manager) and Jon Eads (Chief Operating Officer, MDL). I still managed to fit in some looking at boats though!

Dave, Jon and I had a chance to chat about the bridges and progress with plans to manage their use and some ideas to support berth holders on how to use the whole set up effectively.

The show itself was pretty busy but we could see some economies in hospitality and the number of boats on display. I came away thinking that our leisure passion is alive and well but perhaps not as buoyant as it has been. Like many industries containing costs has come into the thinking. I could still hear deals being done though.

RYA Active Marina

You will have seen some publicity from the RYA/MDL about the MDL agreement for practical training under the guise of the RYA Active Marina programme. This is offering 1/2 day practical training for skippers and crews.

I have had a number of discussions with the RYA and they have worked in close partnership with CQBHA (we are a member organisation) to produce a cohesive programme to support berth holders

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with general boating skills and capabilities linked to the use of the bridges. The RYA funded 4 workshops in association with Powerboat Training as the local RYA school.

I made an agreement for shore based learning events, sponsored by the RYA, for the Spring of 2012 covering :-

- Navigation
- Pilotage
- Practical bridges use experience
- Supporting the skipper - aimed at the ladies amongst our crews -
- Especially mooring practice

We hope that this link up will enable us to raise the power boating profile with the RYA - whilst opening these events to all.

As we move into the season the programme will link up with the MDL Active Marina practical training to provide a chance to apply the skills gained.

Events

Disappointingly the Summer party in 2011 was less well supported than it had been in previous years. This was a surprise as we held the cost to an exceptionally low £10, thanks to support from MDL, who provided the food. Despite this, and the generosity of party goers in the raffle and auction and the profit from the bar, we did not cover the costs. This is demotivating for the members of the Committee and others who put in many hours of work long before the day, on the day and after.

As a result we chose not to offer a party in September nor a Fish and Chip cruise. We would be pleased to hear any feedback you have, but haven't had anybody say they missed these.

Other favourites were offered such as visits to Harbour Control and also new events such as a Quiz in the Boat House.

2012: Cruising in company

We have a programme with cruises to Salcombe, Brixham, Hamble, Ocean Village, Dielette and Guernsey. On the basis of members requests and sound economics we planned to make good use of MDL marinas to contain costs.

If you haven't joined us on a cruise before please try and join us. Details and application are on the website. We don't bite – well not that hard anyway!!

Events

We had our usual boat jumble in the Spring and people brought along their old or not so old 'bits and pieces' or simply came along for a look around.

We organised a Summer Party in The Boat House this year to contain costs and also to work with the Boat House once again who sponsored the wel-

*'We hope ... to
raise the profile of
power boating
within the RYA'*

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come drink. MDL once again supported us with the food. However, without your support there is no point in offering this kind of event. Please join us and support your Association.

We did offer the popular visits to Harbour Control again and also to the Bridges control room. This gave people the chance to see 'big brother' and to ask any questions about using the Harbour or the bridges.

We have also continued with our training events available to members, again in conjunction with the RYA's Active Marina programme. There were shore based learning events on pilotage and passage planning. The 'on water' events enabled members to experience the bridges on someone else's boat with coaching and also close quarter manoeuvring and mooring. Disappointingly these were not well supported despite being free or heavily subsidised!

Marina Matters

With Dave Wilson's promotion to a regional manager in early 2012, we welcomed a new manager to the Marina and we have had a number of meetings to talk about us and what we do, the jumble (cakes!), the Summer Party, etc.

I look forward to continuing the great relationship we had with MDL through Dave. I am sure we were instrumental in his rise to fame!! Peter has taken over where Dave left off in terms of the relationship with your Association and has been very supportive.

Looking forward to 2013 our purpose remains to 'Bring people together to have a better experience cruising from Cobb's Quay and Davis'. Our Vision is :- Enabling members to 'Go Further'

To achieve this we believe our Key Strategies are :-

- Develop members' experience of cruising from Cobb's Quay.
- Continue to enhance communication with members.
- Promote safety and skills
- Continue to be seen by MDL as a valuable partner.

Objectives for 2012/13 remain the same as last year and are available on the website. Our plans include :-

Deliver the 2012 Cruise programme

An exciting programme visiting Salcombe, Brixham, Hamble, Ocean Village, Dielette and Guernsey

We are continuing the 'required' briefing attendance and enhanced skipper guidance

Training

RYA linked shore based programme

RYA Active Marina practical training

Member resources available for free hire

Representation

Pontoon reps – need more - especially on the Dry Stack

Regular MDL/CQBHA meetings

Link with Bridges Operating Board to influence operation of the new bridges

CQBHA Plans for 2012/13

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Events

Boat Jumble – (there will be a CQBHA table), Summer Party
Other events depending on interest
For 2012/13 we hope for special events aimed at Dry Stackers

Twin Sails Bridge

We will continue to lobby the BoB – 'double lift for safety'
We also plan to try to positively influence the protocols and use of the bridges

Communication

Monthly e-newsletter will continue
Make sure we have your up to date email and other details
Web Site - this is an important time to look at it regularly
Magazine - give us your views and as ever we need your articles and advertising; hard copies to purchase in the shop

In conclusion

Once again I hope you agree that your Committee has continued to take the Association forward – a tribute to their talent and commitment. I would like to take this chance to thank them personally for their unfailing efforts.

Cruising remains at the heart of the Association – this will be the same for 2013 but with an eye on cost and an improved – and safer - experience?

Our link with Bridges Operating Board is still there but we must strengthen it to make a difference in order to positively influence the safety and use of the bridges.

Let's hope for a great season's boating.

Jonathan Saunders

Chair – CQBHA – chairman@cqbha.org

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WEYMOUTH CRUISE 2010

We have been members of CQBHA for just over a year now and thought we would take advantage of the "cruising in company" safety aspect of boating. We have 2 young children and have recently purchased our new boat RaRa. We had ventured over to the IOW a couple of times to the well known "Folly" for a drink or two, but never really more west than Swanage.

We have spent a couple of holidays in Weymouth previously but never on our boat, so after a conversation with Kevin we decided to try a cruise.

We had our pre-cruise meeting on the Friday evening where the departure was set for leaving at 0930 Saturday.

The weather was great so we were looking forward to a good passage to Weymouth, so after Kevin in "Reality" did his radio checks we proceeded on our way. Once we got nearer to the Poole Fairway buoy, it was time to get on the plane and off we went!



Rio's Big Catch

The sea state was good which is what we imagined and, cruising at around 22 knots, we quickly formed into two groups, the others behind relaxing at around 18 knots. At all times we were listening to channel 6 and were not concerned about the passage as it was safety in numbers and no-one was on their own.

We arrived in Weymouth in plenty of time, and this is the only time I felt a bit nervous. Trying to manoeuvre my new boat in a marina that I didn't know and with everybody looking on. There was a bit of a cross wind when we parked but the boat behaved herself very well and all went well, time for a drink.....!

Rio & Rubi our children got their crab lines out and were enjoying being in a different place fishing. After an hour or so we all walked into town and onto the beach where we spent the afternoon. Weymouth has a number of very good restaurants, but we ended up in "Bella Pasta" as we needed to use our Tesco vouchers. The meal and bottle of wine went down very nicely as it happens!

The next morning Rio was crab fishing, and he noticed one of his lines had fallen into the sea. Then his other crab line started to move and he grabbed it saying, "Dad, dad there's a fish on

the line!" It was pulling the line out of his hand so I took over (really I wanted to catch whatever was on the line!). To my amazement Rio had just caught an EEL!!!! I tried to grab the eel but the tail just skimmed up my arm, so Anna gave me a towel and pliers so I could remove the hook from his mouth. We eventually succeeded and after a few photographs we threw the eel back in. Since that day we have to go fishing every time we are on our boat, but haven't succeeded in catching another one, only the odd wrasse or plaice.

On the night of the dinner and dance we had a Pimms party first on Poseidon, which was the boat next door to us, then we took a slow walk to the hotel. We sat on the table with the family from Jay Jay, which was great and the kids really enjoyed playing together. We left around 11pm as the kids were tired but the party was still going strong.

We woke up with no hangover (thank God the kids wanted to come home early). We needed to get back early as Rubi wanted to see Peppa Pig at the Dolphin centre, so we departed around 10.30am, had a really good trip back on our own and got to Poole Quay for 12.30pm which was in plenty of time to see Peppa!!

It was great to meet some new friends, hope to see you on the water or on the next cruise!

Adrian, Anna, Rio & Rubi (RaRa)



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Caen and Normandy Revisited - Seven Years On

One of the main problems with arranging our cruising is always going to be the venues and destinations. With many places visited over the years it is hard to find new locations that are willing to accept large rallies, so we often revisit destinations. This in itself is hard as in some cases, like this cruise, memories of 2004 (the last visit to this area) are so good, can it live up to them or will it flop?

'The weather holds all the cards'

With weather that challenged us and not really a settled spell at any time for any cruise this year the pressure was on. The cruises



are planned around dates, so the weather holds all the cards. Our departure was early on the Saturday morning with two groups on two separate bridge lifts and even before we had left to make for the bridge, we had a lost a boat to engine problems. So, one down, we changed our itinerary to visit St Vaast rather than Cherbourg, thus saving on fuel, and adding a venue that we had not been to recently.

The Marina at St Vaast has a lock gate so arrival times are critical – on this occasion sea conditions must enable us to make 20 knots minimum for the faster group. We left Poole, weather conditions and radio checks ok. Our journey started and up the Swash we went, but

another one of our boats was having trouble, experiencing cavitations and failing to get up to speed correctly. The call was made for that boat to return as we had barely started and as one of the faster boats in the fleet, if it was a quick fix they could catch up. This unfortunately was not the case, so two down and not a mile completed!

'No space at the Inn!'

We continued in a group, sea conditions acceptable, at about 20 knots. Then after about an hour yet another one of our other boats developed a problem and was struggling to stay up to speed. A quick decision was made for that boat to return, as in our experience if you have a problem it never gets better only worse. Getting further from our side of the channel we know the options get less and more expensive. Sad to lose three boats but with the hope of one or two boats returning together, if getting a fix, the main body of the fleet continued.

We had one vessel already in France who was going to meet



up with the rally in St Vaast, and as we approached, they informed us by radio that the marina was jam packed and there was no space at the inn.

We had planned this cruise a year in advance, confirmed our final numbers on the Monday prior to arrival as requested and had been told there were no problems, the visitor's pontoon was ours to manage! Needless to say, we did take control, rafting up on boats in the visitors area asking people when they were moving and hemming them in. Yes, you guessed it - our yachting brothers both French and British would not give up their alongside berths for one night and once moored up announced they were departing the next day! Our initial response, "I don't think so!"

'Possession is nine-tenths!'

Once all in and spread around far more than I wanted or was told, I stomped off to the office. The politest French man assisted in finding a few extra finger berths, which he held while some of us refuelled before going to these berths. I explained I was very disappointed. The reason was that a large group of yachts had turned up and stayed longer. The lesson here is possession is nine tenths.



Caen and Normandy Revisited - Seven Years On contd/

So the next morning when the gate opened for vessels to leave at a very civil time we were ready to move and take possession. We blocked the fairways, only letting boats out and our own in, much to the annoyance of some of the yachts. The piece de resistance was the manoeuvring of Girl Fisher, our safety boat, in to the size 6 shoe space with a size 9 boat! The French watched in amazement, great job again Clive, nothing like a remote control!! Their faces were a picture, as well as the frantic hand waving, a sight we have all seen before.

The sun shone and we all relaxed, looked around the fishing village,

sheep, and then she arrived to applause from the rally contingent by the gate before mooring up.

'A well-deserved lie-in'

That Sunday saw many have a well-deserved lie-in and a trip to the island of Tatihou for a wander before our planned departure on the Monday morning. Being a very traditional French fishing port, St Vaast is well worth a visit.



sive leak and on inspection it was clear that the fluid was coming directly from the pump. A quick decision was made and Dave decided to stay and get the pump fixed then catch us up ASAP.

Onward we went, bound for Ouistreham port, sliding past the Normandy Beaches from afar, heading for yet another timed lock entrance.

"Alarmingly, one of the fuel gauges showed 'empty'"

Our journey went well, the sun shone all the way and we rafted up waiting for the lock to open and the arrival of the slower boats. Alarmingly, one of these showed empty on the fuel gauge - a conversation on the radio that made us all think a bit, I am sure. It was in fact a fault on the unit as it turned out, so relief all round.

The Dock staff from the marina and lock came down to the waiting pontoon and assessed the loading. We pushed-off to wait in the approaches and when the lights turned green, were ushered into positions on the walls with boats put alongside us. The dock staff running and ushering us to positions were like a well-oiled machine ready to take our lines for the ride up in the lock. The boats that needed fuel were urged to fill up on leaving the



forced to participate in hostelrys that sold beer and generally chill out, as we were due to stay for two nights departing on the Monday. Losing three boats was a blow, although I had a message that one was on its way to join us, trying to make the evening opening of the gate before it closed for the night....

For those who have not been to St Vaast, this is critical as when the tide is out there is no water for miles and so nowhere to moor. We waited that evening by the entrance looking for the last of our

The restaurants are reasonable and seafood is the main attraction here, as well as an award winning restaurant called the Fuchsias. Be warned though, planning is essential for both arrival and departure, when the tide is out you do see the need for that plan, trust me!

The gate opened on the Monday, the first group departed to get a slight head start, but when the main group was leaving - calamity - one of the boats had no steering. We quickly lifted the hatches to see power steering fluid all over the bilge. It seemed a mas-

Caen and Normandy Revisited - Seven Years On contd/

lock, which they did whilst the fleet meandered its way to the Pegasus Bridge some 30 minutes upstream, a landmark we all know about and know the significance of in the landings I am sure. The boats that were by the fuel left in a hurry to make the timed lift. There

given directions and a berth, two staff for each pontoon - in fact all 17 boats were in, moored and tied up in 11 minutes. The staff here are streets ahead of most and the best we have come across - a reminder that they were just as good and slick last time

we were here.

The manager, Stephane, is fantastic, nothing is ever too much trouble.

The only real difference from last time was that we were the only British boats to venture here,

sonable weather we arranged our themed party - "Film stars in France". We had pizzas and a few drinks and did look good, causing a few heads to turn at the sight of some British eccentrics - which we all of course are! Thank you for everyone's efforts, it looked great and was a talking point at the marina yet again.

'Although stranded they did enjoy themselves'

Our one boat we had left at St Vaast had been unable to get a power steering pump, as it had to come from the UK, so was still there on its own. The decision to pick them up on our return to Cherbourg was the plan, in order to save on their fuel. If you would like a detailed guide to St Vaast I am sure that Dave and John will be happy to advise you of where to go and what to do. Although stranded they did enjoy themselves, but it was not exactly what they had signed up for.

Our time was up in Caen and after the arrival of the Le Figaro race again for those that went last time, we led the horn celebration of their arrival at the marina managers request. We once again slipped our lines and departed down the canal bound for Ouistreham marina, where we could refuel the remaining fleet in preparation for



was a commercial vessel coming down through Pegasus bridge, which opened and some of the fleet went through on this opening. This was not the plan as the bridges open in sequence, something we will all have to get used to in the future at Poole.

The war years

Our trip up the canal was great, sunny and lots to see with the tow path a hive of activity on the journey to Caen marina. We passed what was the maternity hospital during the war where snipers picked off the advancing troops who were not allowed to return fire due to the use of the building. The trip was relaxing and hot, just what we had in mind. This had not changed since we were here seven years ago, it was as pretty as ever, green and so calming at a fast walking pace.

Our arrival at the entrance to the marina saw the last obstruction of a swinging bridge open and the same dock staff from the lock greeted us as before. We made the tight right turn, each boat was

where as last time there were at least 10 boats who were holidaying, a sign of the times as fuel costs here are expensive.

The weather on the whole was good, just a few showers, but it's very sheltered and was generally hot while we were there. There is lots to see and do in the City of Caen.

Not to miss out, a few members of the group went back down the tow path to the Pegasus museum on folding bikes (I think my bum remembered the down side to cycling 8 kilometres!). With rea-



Caen and Normandy Revisited - Seven Years On contd

our trip to Cherbourg before crossing the channel for home. We all pushed off and formed a long gaggle awaiting the opening of the swinging bridge, before once again following the canal back down to Pegasus bridge, before making a hard right turn into the marina near the lock. We said our goodbyes to the dock staff and pressed on down the canal. On arrival our first misty rain was with us and once again we were greeted by the same dock staff (they run both marinas). Yes, they were out in the rain in wet weather gear getting us all in yet again in record time. One by one we slipped off in the afternoon to get fuel for those that needed it, returning to moor before going to explore in the village across the lock.

'A local boat ended up across the lock sideways'

Just one night here before departing for Cherbourg, with the plan that the slower boats would leave on the first lock and the faster boats on the second. The first lock proved to be exciting as a local boat ended up across the lock sideways, pinned between the wall and a cushion used against the side of one of our boats. The weather again was reasonable and the seas ok as we all

left the lock towards Cherbourg.

Once around the headland at point Balfour we entered the East Gate and moored up in a long line of berths that had been reserved for us. Some refuelled for the return of the last leg, others splashed and dashed, but we were all ready for the journey, including the last of our boats that we had left in St Vaast, re-joining us as we passed.

With the weather set to change we decided to depart on the Saturday bound for home, with the odd boat staying to enjoy a longer break. However, we all returned better for the experience, with new friends made and another destination visited, in company with the Bertholders Association.

Was it worth returning after 7 years? What were the pros and cons?

Yes - it most certainly was worth returning, the towns and marinas are a fantastic experience even for the second time.

The culture and histories of Caen and St Vaast are a must do, the marina staff in Ouistreham and Caen a joy to behold (if only ours

were half as enthusiastic)! Cheaper berthing as an organised group again made it worthwhile.

A location not to be missed

The down side was the chaos in St Vaast on arrival as a booked group, the loss of two towels in Caen from a boat and the damage we think from a pellet gun on another. (The dock staff reported the incident to the Police and extra vigilance was promised and visible in the early evenings).

The cost of fuel in France made us all wince. There was no bus service to the Normandy Beaches from Caen City centre (a taxi was 150 euro's each way) and no WiFi in Caen marina although MacDonald's was close.

Overall a great trip, good weather helps, great company, great venues, great dock staff, great scenery, great fun and sadly a great fuel cost, but worth every penny? Yes - a location not to be missed, one that you need to do for that tick in the box of places to see.

Kevin Butler, 'Reality', A13

A Boater's Blessing

A Boater's Blessing from Yesterday:

May there always be water under your boat,
May she always be seaworthy, ever afloat,
May the bilge pump be certain to work night and day,
May the compass and charts always show the safe way,
May you find gentle harbour as every day ends,
May you lower your anchor amidst peace and good friends.

A later Version

May your out drive be saved after hitting that rock,
May your bow be rebuilt after ramming that dock,
May you find that new Rolex that fell overboard,
May your neighbour quit stealing your ship's power cord,
May the breeze mask that musty smell under your berth,
May you someday owe less than the damn boat is worth.

WILD, WACKY AND WONDERFUL WEYMOUTH

The Shape of Things to Come ?!

'The weather's set to be good for the weekend', he'd told me, 'Except perhaps for a slightly bumpy ride on the way over if the Westerly's pick up, but nothing to worry about.' So I didn't. Ha!



We'd planned for this August Bank Holiday weekend trip to Weymouth - our first with Cobb's Quay Berth Holders Association - with excitement as well as a certain amount of apprehension. We were keen to gain some power boating experience and had got to know Kevin ('Reality'), who had inspired and encouraged us to join CQBHA and get to know this sociable group of like-minded people. We were inordinately proud of our 'new' 22' Bayliner, 'Kool Water', which was to be the smallest boat to take part. As first-time - and first season - power boaters, despite a couple of earlier memorable Solent trips (not all for good reasons) and attaining some qualifications during the winter, our experience was still very limited.

'...the wind had intensified and waves were building to one metre swells, becoming white-capped with increasing agitation. We pushed on towards Durlston Head with a slight chill of unease ...'

We had recently relocated to Dorset from Hertfordshire because of my husband Malcolm's new job, and in doing so, were determined to 'live the dream', as the cliché goes, with a powerboat top of the wish list. I had sailed in a previous life but Mal has always been a passionate petrol-head, more interested in four wheels on tarmac than anything floating on water, until he realised how thrilling and rewarding power boating could be. We both love the sea and the idea of being able to take family and friends out on the water and have some great times appealed to us both hugely. The months since acquiring 'Kool Water' had been a steep learning curve, especially for Mal as Skipper, but we were learning fast and on the way to achieving our ambitions. We were also very much looking forward to making some new friends and acquaintances with the same interest and enthusiasm.

Saturday 27th August 2011. With the dog deposited at his minder's, preparations completed and armed with all manner of equipment we could possibly need, from sun cream and swimwear to thermals and wetsuits, guaranteed to fill our little cuddy (where were we going to sleep?), we set off from F Pontoon at Cobb's to join the flotilla of 16 other boats heading out of Poole Harbour at the 9.30am Bridge for the 26-mile crossing to Weymouth.

Contingency plans had been discussed with trip organiser Kevin at a Skippers' Briefing the previous evening - in the event of a rough crossing we were to take a relatively smoother path by closely following in 'Reality's' bow wave. Thus heading out of Poole Fairway in a moderate Force 3 with sunshine, blue skies and occasional scudding clouds, full of anticipation of our weekend, we felt safe and happy, warmed by the sun and the camaraderie of our fellow boaters. Listening to the ceremonial radio checks from Reality was a source of great entertainment as continued broadcasts to several boats were not



Kool Water off the Purbeck Cliffs

answered until, at regular intervals, they burst into life over the airwaves with amusing confessions and reasons why they'd forgotten to switch their radios on!

Rounding Old Harry rocks we were enthralled, as ever, by the beauty of the Dorset coastline. Ha! Lulled into this false sense of security we soon became aware that the wind had intensified and waves were building to 1 metre swells, becoming white-capped with increasing agitation as we crossed Peveril Point. We pushed on towards Durlston Head with a slight chill of unease as the sun had by now disappeared behind grey, stormy looking clouds. Having to slow down our speed significantly to contend against the waves, we were aware that our fellow Cobb's Quay boaters had disappeared into the mists ahead. No other craft was in sight and the radio had also gone quiet as everyone was concentrating on handling their boats.



Wave Leaping off the Purbeck Cliffs

We felt very alone and solitary in the worsening weather. Our little boat was becoming increasingly tossed about in the dark, turbulent seas and after plunging up and down some pretty alarming walls and troughs, soaking us in the process, Mal turned round to me, taking his eyes off the water for a few seconds, shouting above the wind and the engine, asking whether I wanted to continue to Weymouth or to turn back. Wet and cold, the thought of returning to the safe haven of Poole Harbour was a very tempting one, but first we had to get there; on the other hand I didn't want to miss out on this weekend we'd been looking forward to for so long. Trying to be brave I asked him the same question – after all, it should be his decision and he was doing the hard work, I was just holding on – but was pretty scared by now. To think we'd have another couple of hours of these conditions was a daunting prospect and weather conditions seemed to be intensifying.

Approaching Anvil Point, visibility was further decreasing and dark storm clouds were directly above us. Enough. I could tell that Mal was anxious too, and so, battling to keep the boat on course with one hand, Mal radioed Kevin, struggling to hear and be heard, to explain our predicament. Kevin, unable at that time to turn 'Reality' back, immediately contacted 'Work of Art' and asked Peter and Anne Hayton, whom we'd never met, if they could help. They immediately turned back and 'collect' us and escort us, in their wake, into calmer waters off Weymouth.

Minutes later, looming ahead of us out of the mist they came, our Knights in Shining Armour, executing a U-turn and, with a cheery wave, beckoned us to follow. The sight of their stunning Bavaria 29 Sport only a matter of feet away, with Anne somehow wedged-in facing backwards in order to stand as upright as possible and take photos - mainly of 'Kool Water' struggling gamely through the turbulent, but slightly flatter seas - was incredibly reassuring. Tucking in close to the cliffs to try and reduce the effects of the storm, Peter kept course along the Measured Mile to St Alban's Head, giving us regular 'thumbs-up' and radio calls to check all was OK. Although I knew Mal still had a relentless battle on his hands to keep in 'Work of Art's' wake, there was nothing much I could do except keep holding on and try to relax a bit now. Ha!



High Five off Lulworth

The next thing I knew was that our inflatable dinghy, usually secured by cleats onto the diving platform, had loosened with the bashing and was threatening to swing upwards, and for all I knew, fly off. Trying desperately to find ropes to secure them, I realised that the only way to stop that happening was to sit, facing backwards, on the rear seat and hang on! So, just to add to an already uncomfortable journey, that is how I spent the remainder of the trip – more than an hour of being thumped and jolted around, drenched, cold, bedraggled, hanging on to the dinghy with one hand and to the boat with the other, whilst trying to appreciate the coastline (quite difficult in the circumstances) – after all, what else was there for me to do?! The joys of power boating – ha!

The Weymouth coastline seemed to take forever to get nearer, but finally, as weather conditions gradually calmed, Weymouth Bay and then the Harbour entrance came into sight. The wind speed dropped to around 12 knots, the

WILD, WACKY AND WONDERFUL WEYMOUTH CONTD/

It was thrilling to watch the convoy of returning CQBHA boats pass by in the distance, their white water spray highlighted by the sunshine as they moved across the bay'

clouds thinned and the sun appeared once more, warming our cold and wet bodies. 'Work of Art', having successfully completed its mercy mission, finally broke away to continue its approach into the Harbour in time to catch the Bridge opening into the Marina. We completed our journey in relative calm, passing the Bridge around 2 ½ hours after we'd set off (in favourable conditions, this should have been an uneventful 1 ¼ hour cruise!). Later we discovered that, at one stage, we were battling 27 knots/30 mph Westerly's over 5mph tides in the opposite direction, creating over 6 ft waves.



Arriving in Weymouth

Finally reaching our guest berth at Weymouth Marina, we were delighted to be welcomed by some of our fellow boaters from Cobb's Quay shouting greetings, reaching for the lines to help us moor securely and thrusting cups of hot coffee into our hands. Relieved, safe and so very grateful to Anne and Peter, we were also gratified at the way our little boat had coped with the conditions. I also felt very proud of Malcolm's competency and cool-headedness (if not so much his weather forecasting skills!). 'Kool Water' was apparently the smallest boat (in recent years) to participate in the annual Weymouth trip, and we later learnt that two boats

had in fact turned back that morning.

Just as we thought it was safe to relax (ha!) and that everyone had arrived without further problems, the radio waves came to life once more with another cry for help. Mark and Helen on Blue Pearl had been hit by several huge waves one after the other, rendering the steering useless, as water had found its way into an engine relay causing the outdrive to rise. Before even having time to finish their coffee, the Knights in Shining Armour – Peter and Anne – once again sprang into action, leaving their safe berth as fast as they were permitted, on another rescue mission. After half an hour both boats had thankfully returned safely - this day was a true triumph of team spirit over a Force 6!

The remainder of the weekend turned out to be everything we'd wished for – and more besides! Feeling like adventurers returning to safety after an against-the-odds challenge (which in a way we were), we were welcomed into the CQBHA fraternity with open arms. After a much needed rest following the eventful crossing that first day, a hot shower and later, a delicious Chinese takeaway, washed down of course with a celebratory tippie, Mal and I enjoyed the hospitality of Brian and Christine on board 'Beau Regard', together with a very sociable crowd, before finally heading 'home' to our somewhat cramped (and a little damp!) but cosy cuddy.

Next day it was our turn to do some entertaining - two of Mal's work colleagues who lived locally came along to have their first experience of power boating. Braving the still fresh winds but calmer waters around Weymouth Harbour once again, we visited 'The Ship that Rocks' at Portland Harbour - a lovely lunch and an impressive Harbour.

A CQBHA pontoon 'Pudding Party' was planned for later, organised by Sarah ('Scary Mary') who, with some willing helpers, had spent the day making some delicious hot and cold desserts enjoyed by a large, appreciative (and obviously sweet-toothed) crowd. Of course, once again these dishes had to be accompanied by the odd glass or two of liquid refreshment.

Later that evening, Anne and Peter kindly invited us to join them and a group of friends on 'Work of Art'. Little did we realise what an uproarious experience we were in for as witnesses to the hilarious 'double act' of Norman ('My Babby') and Brian ('Paddy'), encour-

WILD, WACKY AND WONDERFUL WEYMOUTH CONTD/



Brian, Norman & John entertain everybody

aged by the dry humour of John ('Gadabout') - three of the four male spouses forming the highly entertaining and wacky 'Wiltshire Wombles' - all from Somerset (need I say more?!) The humour, camaraderie, and sheer high spirits of everyone that evening really made our weekend and we still ached from laughing the next day!

Having discussed the possibility of prolonging our weekend and mooring up en-route back to Poole with Peter, Anne, Mark and Helen, Monday did indeed dawn with beautiful sunshine. We'd decided to get going earlier than a lot of the others, who stayed until midday, and set off for the 9.30am Bridge, the old Weymouth Harbour looking at its picturesque best under the blue skies. Our destination was Mupe Bay, a natural, sheltered cove, making the perfect

place to anchor the three boats, relax and enjoy the peaceful and beautiful setting. Together we sat in the sun and chatted, swam, had a relaxed lunch, explored rock pools from the dinghies and walked along the cliff path. It was also thrilling to watch the convoy of returning CQBHA boats pass by in the distance, their white water spray highlighted by the sunshine as they moved across the bay.

A little reluctant to end such a lovely day, we headed together back to Poole, making good progress at a steady 20 knots - and this time, with conditions fair and calm, we were able to admire the stunning Dorset coastline in the afternoon sunshine, finally arriving back at Cobb's at around 5pm.



Anchored in Mupe Bay

A truly memorable weekend. We wanted experience - and we certainly got it! We have met some wonderful people whom we are honoured to call friends. We wouldn't have known the capabilities of 'Kool Water' - or ourselves - if we hadn't gone through tough times. We're 'living the dream' - except I have a sneaky feeling that it may change shape slightly in the not too distant future - possibly to around 28 feet, with twin engines, a proper cabin and perhaps even real beds....!

Diane Meeson, 'Mr Sea', C Pontoon (Ha!)

Explore, Dream, Discover!

So said Mark Twain, the American Author and Philosopher referring no doubt to all of those things we should do but always find a reason not to, he could have been referring to taking a boat far and wide to explore new places. In Poole we are blessed with an area of such beauty and boating variety that a good number of us never get far beyond the harbour entrance. There's nothing wrong with staying close to home but for

many there is a hesitation to go further afield due to the uncertainty about navigating between 'A & B' and the safe entry in the destination port/harbour.

With fully featured chart plotters getting cheaper and better the temptation is to place total reliance on them to navigate coastlines and enter harbours. Without doubt nowadays the

primary means of navigation is electronic and it is usually extremely reliable and accurate. More fool the person and Skipper who 'places all his/her eggs in one basket' though and relies exclusively on electronic kit.

Last year navigating into Bagnor in Northern Ireland on a trip round Britain as I was passing through a rocky channel, the

Explore, Dream, Discover! (contd/)

chartplotter placed me about one mile from where I was 100% certain I was. At the time it did not matter too much but it was a stark reminder that to rely on electronic systems without suitable backups could end up being a very very painful experience.

"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbour. Catch the trade winds in your sails. Explore. Dream. Discover."

Opinions seem to vary but a commonly reported statistic is that GPS is accurate to 15m 95% of the time. That's great but what about the 5%? It could be inaccurate to 16m or even as per the above example quite a few hundred metres. So why does this matter? Imagine entering Poole Harbour for the first time at the end of a coastal passage. Yes you could use the chartplotter and 'follow the channels' but if error does occur then as you well know you could easily go aground. In Poole it will be sticky and embarrassing, elsewhere it could be far more dangerous.

Pilotage is the bit of a trip that occurs generally at the start and end of the passage and refers to the navigation in and out of ports and harbours using features and navigation marks that you can see (or measure easily like depth)

So enough of GPS and chartplot-

ter, what are we suggesting? Yes use chart plotters but our recommendation would be that when entering a port/harbour use a pre-prepared 'pilotage plan' that you have created from a review of a chart of the area that you are navigating.

Why not just use the chart and read directly from that? A chart is great and contains a vast wealth of data. When navigating into an unfamiliar port you don't need access to all the data the chart presents though and the danger is that if an aspect of your entry isn't going quite right, your brain struggles to filter what you need and don't need confusing you at a time when you need total clarity.

So enough of problems, what of solutions?

Creating a useful pilotage plan is all about lifting key information and presenting it in a format that is easily readable whilst you are bouncing around and are tired and possibly wet and cold.

Some examples of key points to note on a pilotage plan are:

- Buoyage – type, colour, numbers/names
- Courses and distances between points. Assuming a speed (e.g. 10 knots) allows you to turn these distances into time
- Things that you will see and pass that can help you confirm where you are – spires, castles, fuel pontoons, ferry terminals, marinas and so on
- Depths – depth in the channel you are using but also in adjacent areas to act as an alarm if you see the depth gauge dropping below a certain 'trigger' level
- Navigational methods like clearing lines, transits etc that help

you stay where you want to be – or avoid where you don't want to be

- Dangers – detail any dangers in the area you are navigating through

One way of presenting a pilotage plan

There are different schools of thought as to how to present a pilotage plan. My strong preference is to do so in a visual way drawing on sheets of paper a representation of the port you are entering with the key data detailed.

Another method – could be used alongside the first method

In summary, like anything in life, preparation and planning prevents particularly poor performance. With your pilotage plan, a plan to navigate from A to B and Mark Twain ringing in your ears you will discover many great new places – although probably not quite as amazing as Poole!

By Paul Glatzel

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Paul, Viv, Esther & the team.



Authors of the RYA Powerboat Handbook

Location, Location, Location!

As a keen fisherman, like many others, I have always boasted about favourite marks where fishing always produced one species or the other, but true to type we are mostly reluctant to reveal the exact spot.

So high on expectation and in the knowledge of an early run of Bream last spring, I nosed out of Poole harbour and giving the engine a bit of wellie, was rapidly planing on a glassy calm sea to the worst kept 'secret mark' a few miles or so S.E. in the bay.



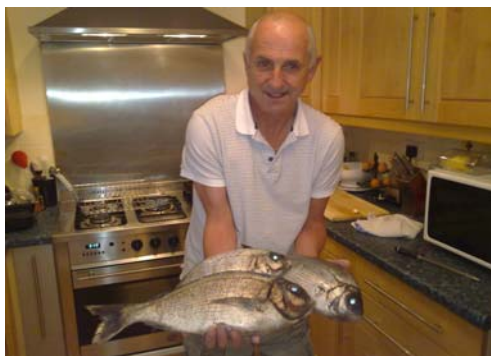
It was not long before I started to note specks on the horizon and on drawing closer there was an armada of fishing boats all dabbling in and around my 'secret' mark!

At least 24 boats, all armed with enthusiastic anglers, keen to get stuck into the new seasons run of Black Bream.

Those of you that are not familiar with these hard hitting, hard fighting, shoaling scrappers are missing a treat, because when they are feeding all hell can break loose if you are in the right spot... and they make fabulous eating. One skipper we used to charter at Shoreham years ago raved about 'em as they tasted "just like scampi."

Not so sure about that but you'll certainly pay a pretty price in a restaurant.

Anyway now disillusioned to see so many boats and more arriving, I reluctantly moved away from the spot stored in the GPS and sulkily moved to



Jim with his Black Bream Catch

"...All the family love eating fish so I kept half a dozen for the pot, or should I say barbie in this case"

Location, Location, Location! Contd.

the perimeters of the mark and put the hook down uptide of what looked a promising bank emerging on the depth sounder.

With a warm sun blazing (rare in April), shorts, suntan and glasses on, I baited up two rods and sat down to relax, hope and at the same time cursing all the others right on my spot and probably nailing my fish!

Tide at that point was on the slack and for 50 minutes or so all was quiet – no bites, no nibbles and no wind to swing onto the bank where I had hoped to see some action.

And then it happened!

An almighty lurch saw one of my light rods almost disappear over the side and excitedly springing into action I managed to land a beautiful glistening three pounder – but that was just a start.

As the tide began to flood so did the fish – all onto my hook!

During the space of a hectic hour or so and trying to cope with both rods catching at once, I enjoyed a dozen specimens with the best topping over 5lb (not far off boat caught record) in addition to numerous smaller ones.

Right place, right time and I was there - much to the amazement of onlooking anchored boats witnessing the action whilst doing their best to little avail.

All the family love eating fish so I kept half a dozen for the pot, or should I say barbie in this case, (hate freezing) and returned the remainder.

The next two days - with relatives - saw us easily consume our scampi (!), washed down with chilled wine while basking in the glow of that memorable catch.

On reflection, to all the other hopefuls fishing my location on that memorable day – thank you!

Jim Reynolds, 'Dream On', F Pontoon. More from Jim, below:

FANTASTIC FISH!



Looking back, many of us anglers, boaters, and water folk realise how incredibly lucky we've been to experience a better quality of life, just by being on the water and involved with the many areas of leisure it gives.

For me, many hours of fishing gives a different appreciation for life – cruising to a fishing spot, having a great catch, cleaning and eating 'em - it's all part of the enjoyment.

Fish, fantastic as they may be to eat, are highly perishable and how anglers handle their catch from the time of being hooked until it's cooked can impact the quality of the meal.

Irreversible spoilage begins with enzymes and bacteria responsible for this process. Exposure to sun or heat if left unchecked can quickly accelerate this, with one bacterium on a fish body rapidly multiplying into millions if conditions are right, leaving odours associated with spoilage.

Fresh fish is practically odourless.

Obviously the key to preventing spoilage is to chill the catch immediately and one of the most favoured methods for recreational anglers is straight into an insulated cool box with ice. Fish will chill four to five times quicker in ice because it will be surrounded by freezing slush water.

Gutting a fish fairly quickly also helps to remove sources of bacteria and enzymes

“Obviously the key to reversing spoilage is to chill the catch immediately and one of the most favoured methods for recreational anglers is straight into a insulated cool box with ice.”

FANTASTIC FISH ! CONTINUED

that increase spoilage and reduce chilling time after significant body weight is removed.

Keep the entrails intact to avoid contamination and away from other parts of the body and finally rinse the cavity with clean water.

Follow these simple steps and you will be rewarded with fresher tasting fish.

So once you've hooked 'em how about cooking 'em ?

If you are like me, you like to eat and be merry with a few tinnies or chilled wine, there is nothing better than firing up the barbie or grill after a great day on the water – eat fish when it's fresh !

Keep it simple, flavour by all means, but don't overpower the succulent quality of the fish and please, please avoid the tendency to over cook.

Having said my piece I've asked the wife to source a simple recipe from the many we've tried over the years and this is one we discovered some time ago which we enjoyed.

Fantastic Fish Ingredients :

- Any firm fleshed filleted fish
- 2 oz beer
- 1 oz orange juice
- 1/2 oz mustard
- Small crushed garlic clove
- Juice of half lemon
- 1/2 oz olive oil



Pre heat grill or barbeque to medium heat.

Apply seafood seasoning to fillets evenly both sides.

Put all ingredients in flat dish mix well.

Add fish fillets coating both sides.

Rest in fridge 15 – 20 mins.

Cook fish presentation side down first 3 to 5 mins (depending on fillet thickness).

Turn and repeat.

There you have it. Fast, easy, flavoured fresh fish – fantastic !

Jim Reynolds

“Disillusioned to see so many boats and more arriving, I reluctantly moved away from the spot stored in the GPS and sulkily moved to the perimeters of the mark.”

“Keep it simple, flavour by all means, but don't overpower the succulent quality of the fish and please, please avoid the tendency to overcook.”

By Nina Dunne

Not a Good Year!



Our aim for 2010 was to use the boat as much as possible but due to unforeseen circumstances this was not to be.

It all started fantastically when we went to Island Harbour on the first May bank holiday. We had a great trip up in the

beautiful sun and we thought, 'This is fantastic'. We had a lovely lunch in the sun and then walked to Newport with my niece and nephew to visit the swings. I had forgotten quite how far it is with little children, but needless to say they had enough energy to zoom around the play area. The walk back was more interesting with bribes about biscuits on the boat! Once back and drinks and biscuits were provided, Jon asked if they would like to go in the dinghy. We have now discovered there is no need to break your back pumping up your dinghy, just ask your 4 & 5 year old niece and nephew to do it. They had great fun. Once rowing lessons had been given, junior supper provided, it was bedtime for the youngsters. We had a very pleasant supper on the boat, watching the sun set. The majority of the berth holders had gone to The Folly for supper but there were a few of us left on our boats.

"Our nautical career began when John crashed our aeroplane"

The following morning I received the phone call advising me that Zoe, my daughter, was currently in hospital in France. After a lot of discussion we made the decision that once the lock was open we would return to Poole. Unfortunately Sunday was an awful day, pouring with rain and windy! We spent the time playing games on the boat, watching Roger endeavouring to put up the pagoda for the barbeque later in the day, only to find that bits were missing. It was an 'interesting' journey. Three of our passengers fought to keep down the contents of their stomachs. The worst part of the trip was when the Medina joined the Solent, the sea was very confused. I understand that the rest of the berth holders had similar conditions the following day.



On our return from France we were looking forward to our trip to Guernsey but two weeks before our departure a bottle of champagne had fallen and smashed my big toe. (I was not drunk honestly – it was only 10 a.m!) It put paid to our trip as I was being referred to the Fracture Clinic. We did however manage to spend a night on the boat at Pottery Pier which was lovely but I needed to stretch my legs so decided to go ashore. Fine getting off the boat into the dinghy but getting from the dinghy ashore was a different problem as I could not get my foot wet. Luckily Thomas was with us and he picked me up and took me ashore!

In June the sun shone and it was fantastic boating weather. Unfortunately for us I was now non weight bearing, having had an op on my toe. All that beautiful weather and we could not make the most of it. It is very difficult to jump off a boat to do the ropes when you basically only have one foot!

July we had said we would go to Cherbourg. The Saturday dawned a beautiful day. We again had passengers. My other brother this time with his family, 9 year old daughter and 18 month old son. Girl Fisher, as ever our trusty rescue boat, had left earlier and the rest of the fleet all gathered and once we reached Old Harry we pushed the hammers down. Unfortunately Corker had a problem about half way across, loosing a lot of power but felt that they could continue. Just as the Cherbourg peninsula loomed, over the radio Corker reported that she had lost all power. Girl Fisher who was very nearly in the Grand Rade, about turned and came back at full tilt to tow them in. Once in Cherbourg we were told to berth anywhere along P pontoon. Chaos ruled whilst berths were being found for all the boats. It would be a lot easier if they gave you allotted spaces, but that is the French for you! We were just having lunch when Girl Fisher came in with Corker alongside. Clive had been given a very tight spot to berth in and manoeuvring with a boat alongside as well is no easy task. He had attracted quite an audience to watch him do what appeared to be the impossible, but he made it all look so effortless. Well done Clive!

The Saturday was a beautiful day, but a chilly wind prevailed which was a shame. The Sunday was the same, but it did not stop everyone from investigating Cherbourg and in the late afternoon a pontoon party was held alongside Girl Fisher.

On Wildest Dream we had fun, my little nephew loved standing at the gate and watching everyone go by. He would shout out 'Hello' to everyone and would not give up until they had replied to him. The French were not too sure about this! Having never had a very young child on the boat before, the thorny question of where does he sleep arose and I spent a lot of time trawling the internet before we left finding out if there were any solutions. There was, make your double berth into two singles and the baby sleeps on the floor between the two. He could not go far!



We had lots of amusing looks as we had a wheelchair and pushchair on the back of the boat!

On the Monday the usual trip to the boulangerie was undertaken, only to find that they were not open. Lesson for future trips – don't go on a Monday! Boats were being made ready for the journey home and at 11 a.m. we were off. Again it was a beautiful day with a little more wind than the journey over and the sea was livelier. Corker was being towed by Girl Fisher who had left an hour earlier. We were half way across when Kevin, Reality, reported that he was loosing

"We had an engine to limp back to base when halfway across Holes Bay, the other engine started playing Jingle Bells "

As I was still non-weight bearing we took along my wheelchair, so a lot of fun was had when Jon threatened to just let go at the top of the ramp when it was low tide to see how far I would go. Watch out Poole here I come!

power – he did not think it was his props on this occasion! We reduced our speed to see if he could resolve the problem but to no avail, so he decided he would join Clive's fleet and limp back to Poole.

The next cruise we had booked on was to Dartmouth, Brixham, and Torquay. Again it



was a beautiful trip, unfortunately no dolphins en-route which was disappointing. Kevin once again reported that he had lost power. He thought he had resolved the problem which was very frustrating for him. We were one of the first to arrive and I landed up endeavouring to sort out the berthing. We were on a pontoon in the middle of the Dart. Kevin thought we were having exclusive use, but unfortunately there were two large yachts on it which made planning trickier. It was like a giant jigsaw puzzle and boats were your pieces. It took about 45 minutes to get everyone on. Once lines were sorted the real fun began when everyone started getting out their generators. Boys and their toys – the men would all wander off to go and look at the latest generator being taken out! It was very amusing. As we were in the middle of the river the majority of us stayed on our boats for supper and it was a very convivial evening with people wandering up and down the pontoon chatting.

“Everyone followed Kevin's plan to the letter, no-one deviated from it and the crossing was as calm as a mill pond“

The following morning a huge discovery was made in Dartmouth – there was an even better boulangerie than in France! During the day most people took their dinghies over to Dartmouth to allow their occupants a spot of retail therapy, plus there was the sighting of Neil from the BBC programme The Coast. On the Monday, another beautiful day, we said goodbye to the rest of the rally as we were staying in the Dart. We had always said we would like to stay longer. We helped everyone with their lines and watched as they departed. We then went up river, to Dittisham and stayed overnight on a buoy. Unfortunately we had not realised we were on the turning circle for all the ferry boats, so I could tell you everything about the area as we heard the commentary every time a boat came up, which was frequently! We had a lovely supper in the Ferry Boat Inn (FBI for short!) and then tried to sleep. During the night we had wind over tide and the noise our line was making was appalling. The following morning we upped sticks and went to Kingswear where we had a berth for the next 4 nights. As we were going down river we were greeted by the ship ‘The World’. She is the ship that you can buy an apartment on and she dwarfed all the boats in the river.

We had a lovely time on the Dart and on the Friday we left to go to Torquay to meet up with the others. We stopped en-route in Brixham to get some fuel, remembering that their fuel pontoon is very high. Kevin as usual had sorted out our berth and once we were sorted we went to see everyone. A great pontoon party had been held in Brixham by all accounts and there were a great many stories to be heard. On the Friday Kevin had arranged for us to have supper at the Yacht Club and it was an excellent time with great food. On the Sunday we said goodbye to Gadabout, My Babby and Jimane as they were staying for a few more days before the weather broke. We slipped our lines and we were off. Bongo reported seeing dolphins and everyone else was on dolphin alert but regrettably there were no more to be seen. Kevin once more had problems with his fuel supply which meant he had to go more slowly but it was a great trip back.

Over the August bank holiday we decided to go to Island with some friends. Approximately 2 miles off the Needles we hit something and damaged a prop. We limped into Yarmouth on one engine and the berthing master was very helpful getting us between the piles, not easy on one engine and a big wind! With the help of Sea Start we managed to change the prop and we thought that we could continue at speed to Island Harbour but regrettably we had done far more damage than we had realised. We motored very slowly up to Island Harbour, where luckily they were on free flow and again the berthing master gave us an ideal berth to get in. Our trouble was getting out, we were not going to be on free flow and we had to wait our turn to fill the lock. There was no way we could hold station as again it was blowing old boots! We informed the berthing master of our predicament. After about a 45 minute wait it was our turn to go – I had to use all my powers of persuasion to stop all the other boats from overtaking us. We made it, but once we were in and the lock was ready for us to go I had to get the sailing boat next door to us to go first – he was not very happy about it. It took us 6 hours to get home – the plus side was we did not burn much fuel. The damage we incurred – broken universal joint, bell housing, top gear box set plus prop. Luckily it was an insurance job but it did mean we could not use the boat at all in September!

“There was no way we could hold station with one engine and a big wind!”

It was an eventful year and I just hope that 2011 is better for us!

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CONFESSIONS

BY MARK BANFIELD

*"I continued to reverse
down the slipway,
whereupon the car
started making strange
"throbble throbble"
noises, due to the back
end disappearing under
the water"*

A little knowledge is a dangerous thing. So the saying goes; in our case, we just about got away with it and we look back on that day with fondness (at least, I do). It began at the 1999 boat show, but that's another story. Suffice to say that we were now the proud owners of a new 14' Fletcher sports boat and I was very eager to try her out. Helen, my wife, was less enthusiastic, as it was by now November and a bit chilly for sports boating.

We knew very little about boats at this stage (the Fletcher having been an impulse buy) but we assumed it couldn't be all that difficult. I'd heard it was possible to test an outboard engine by running it dipped into a dustbin full of water. Sounds reasonable, I thought, so I duly gave the engine a trial run one dark night just to make sure everything functioned correctly. It did; as Helen discovered when I put the motor in gear and gave it a little throttle. The dustbin emptied surprisingly quickly and Helen retreated indoors dripping profusely and muttering something unintelligible. Ah, I thought, at least the engine works.

Somehow I managed to persuade Helen and our 14-year-old daughter that an inaugural trip on the Christchurch River was in order. The following Saturday we hitched up the boat and set off. It was a dry, if cold, day and I was very enthusiastic. The girls looked slightly less convinced, but Helen made some sandwiches and we set off.



What do you wear on the water? Up to this point we hadn't even bought a boating magazine (a serious oversight, we later discovered) so we had little idea of how things should be done. Helen decided on a warm velvet coat with hood, topped off with a rather fine fur hat. I simply selected any old coat I could find and we set off. At least we had a lifejacket each.

We arrived at the slipway at Christchurch Quay without incident. It was at this point that I began to give more thought to the launching process. How was it accomplished, exactly? How far did the trailer have to be reversed into the water? I had brought along some borrowed fisherman's waders, as I figured it was best to be prepared.

I reversed the trailer into the water to where I figured the boat

would float off. Getting out of the car, I discovered the boat was still high and dry. I continued to reverse down the slipway, whereupon the car started making strange "throbble throbble" noises, due to the back end disappearing under the water. I managed to get out and release the boat from the trailer, only to find that my waders had filled with water. Eventually our daughter and I climbed into the boat and we were off! Well, nearly, because I'd left Helen on the quayside.

I told her I'd start the engine and pop back to pick her up. The engine seemed reluctant to start and as we floated gently down stream I bounced gracefully off various large expensive cruisers, mercifully causing no damage. Finally the engine fired and I guided the boat back to the quayside. Helen grabbed the bow and put one foot on. As the gap between the quay and the boat widened, so the pitch of Helen's voice rose, until I finally grabbed her arm and hauled her aboard. After she regained her composure, we moved slowly off downstream.


After some (thankfully) uneventful slow cruising, Helen decided it was lunchtime. We spotted a pub with its own pontoon and decided this would be an ideal spot to moor up for a picnic. Helen asked me how one moored a boat; I told her it was simple, just like parking a car. Twenty minutes later I decided it was nothing like parking a car, but we eventually got tied up and were grateful to be in touch with terra firma once more. Sandwiches never tasted so good.

After some more sedate cruising, and more by luck than judgement, we managed to get back to the slipway and the girls got out whilst remaining reasonably dry. After filling my waders with water (again) the boat was secured on the trailer and our voyage was over.

I'm glad to say that thanks to various RYA training courses and much reading of magazines, our skills have improved, but I still miss our first little Fletcher.

Mark Banfield

"I guided the boat back to the quayside. Helen grabbed the bow and put one foot on. As the gap between the quay and the boat widened, so the pitch of Helen's voice rose"



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RB12 CHALLENGE

TO CIRCUMNAVIGATE THE UK

"I recall as a teenager watching a TV news item featuring a team of fire fighters from the Midlands powering around the UK in a Rib raising money for charity"

My first recollection of a powered circumnavigation of the UK was in the mid 70's, when I recall as a teenager watching a TV news item featuring a team of fire fighters from the Midlands powering around the UK in a Rib raising money for charity. For someone who has lived in the centre of the country all their life with a passion for boating, it's an appealing memory that has stuck with me for the past thirty years or so, leaving an indelible mark. I never imagined that someday I might have the opportunity to complete a similar circumnavigation of my own.

How did our entry into RB12 come about?

Having changed jobs at the start of 2009 to become MD of Traka plc, an electronics company in the access control market, my primary focus was to accelerate the growth of the company and improve our branding and business presence throughout Europe. Whilst travelling with my new boss (and owner of the company) I was reading an article on RB12. I explained the concept to John who made a passing comment about getting an entry. "That'll be good publicity," he said enthusiastically.

Everything was forgotten until Nov 2009 when a subsequent advert caught my eye - entries were now being accepted for the event. For the initial outlay of a £500 deposit we decided to secure an entry. We hesitantly followed the links on the website and put in our details. With no real idea of what we were going to use for the event, I declared a 7m Rib with twin 70HP outboards (based on my original concept of buying a second hand Atlantic 21 ex RNLI lifeboat!). All the correct buttons were clicked and the credit card details entered – we were in !!!!!

The following day I duly received a call from Stuart McKean congratulating us on our entry and offering any form of assistance that we might require, along with copious amounts of enthusiasm. I mentioned the dilemma concerning our choice of boat and within thirty minutes he had relayed our initial garbled conversation to Neil McGregor, who was now on the phone offering expert advice whilst also enthusing about the prospect of the race. Having established Neil's credentials (current record holder for non stop circumnavigation of the UK) I again explained my concept for the race. After a short pause, Neil suggested that it would of course be possible to enter the race in such a boat, as a friend of his had previously gone round Britain in the family 7m Rib having simply removed the seating cushions, but in his opinion our choice of boat simply wasn't long enough and not fast enough! "The basic principle for marathon racing is that you want the longest and most powerful boat you can afford," he said. With a limited budget this was probably going to prove to be something of a challenge, but undaunted we were confident in the knowledge that we had our all important entry and that time was on our side, with 2½ years to go!

Limited information was available on the internet about RB2008 so I invested in a couple of copies of Derek Wynan's book "Chasing the Horizon" as Christmas presents for those who were showing an interest in the project. This not only proved to be an interesting read but was also a source of condensed information about the runners and riders from 2008.

Having now spec'd the basic concept of our entry, a quick search of the internet proved that it was possible to buy a second hand 9m Rib with twin outboards within budget – so at least we had a fall back if all else failed.

Our objective for RB12 was to ensure we had a "sensible" entry that would allow us to be competitive but without any misgivings that we were going

to be contending for any of the silver ware. A mid-fleet position or above would be considered a success. My role models for this aspiration were a three man team in the 2008 event, affectionately known as the trawler men. They basically had a dream, bought a boat, thrashed it around the UK and ended up fourth overall in RB2008! Not bad for racing novices.

So anything is possible if you put your mind to it!

January 2010 saw John and I visit the London Boat Show to see exactly what our money would buy, and indeed to see if we would be taken seriously by any of the Rib manufacturers or laughed off their stands.

Our spec was very simple. The boat had to satisfy three criteria: -

- Corporate publicity / customer hospitality prior to the race
- Race boat for RB12
- Resale potential after 2012 as a leisure / family boat



Nominal spec was: -

- 10m cabin rib (or cuddy console) with twin 300HP outboards
- Sea toilet / storage area beneath console
- Boat had to be capable of being towed on UK roads
- Cockpit layout for three crew
- Suspension seating
- Build spec to comply with RYA endurance racing rules

A shortlist of prospective partners was drawn up and the above spec was duly circulated to a number of manufacturers. We avoided the well known racing stables (Scorpion, Revenger, Hunton etc) as they already had in house "jockeys" and were unlikely to give us house room. Although budget was a prime consideration, our most important selection criteria was the rapport and interest shown by the prospective manufacturer. We didn't want someone to sell us a boat and walk away. We wanted a partner who would support the overall project (including race support / technical and practical help along the way). In fairness, the majority of people who made it to the short list were genuinely interested in the project.

At some point however you have to make a decision as to who you are going to run with. We whittled the short list down to two possibilities, one of which was a prominent leisure boat manufacturer and the other a well known commercial builder.

Like many things in life sometimes the answer just feels right, and that's

"We wanted a partner who would support the overall project (including race support / technical and practical help along the way)"

“Outboards are generally designed to take the shocks and loading generated from a race boat more in their “stride”

what I felt about the relationship with John Price at Quinquari, from the initial telephone discussion right through the project so far. He instantly came across as someone who had an extensive knowledge about building boats, in addition to running four of his own Ribs between March and October each year giving tourist trips into the Irish Sea out of his base in St David's.

Two outstanding questions which still had to be confirmed were: -

- Do you spec outboard or inboard engines, and
- Do you incorporate shock mitigation seating or stand in padded bolsters?

There probably isn't a correct answer to either question, but no matter who you ask they will have an opinion; and both questions required a decision before progress could be made with a boat.

The main argument for the choice of engine type appeared to be initial expense vs. ongoing running costs. Outboards are considerably cheaper up front, but petrol costs vs. more efficient diesel inboards will have a breakeven point if your decision is financially biased. The decision for us was far simpler. Outboards are generally designed to take the shocks and loading generated from a race boat more in their stride, where as inboards require a fair degree of engineering / finessing to ensure the engine mounts are stiff enough, engine straps are applied and piping / wiring is all retained effectively. In general we thought there were more opportunities for failure with an inboard. The pivotal decision for us however, was that; as this is an endurance event, should you damage an engine for any reason, the bolt on bolt off principle is by far the easiest way of remaining in the event. In addition should you lose the use of an engine for any reason during a leg of the race, there is a better chance of maintaining a respectable speed to complete the leg with twin outboards as the boat will still be able to plane on one engine with outboards due to the reduced weight. So decision made.

The second decision was about choice of seating. All initial instincts said the obvious thing to do would be to utilise shock mitigation seating of one form or another. We had decided that this should be one area that we would not look to scrimp on in terms of funding, as this is critical to the health and comfort of the crew. Again, if you do enough research then the correct answer pops out at the appropriate time.

Having now tested several high speed ribs (albeit without too many waves to put them through their paces) my instant surprise was the amount of lateral movement experienced as opposed to the fore and aft motion you would expect. This is particularly noticeable on landing hard in a cross sea, and as the boat is likely to spend 50% of its time airborne it seems likely that the lateral forces are going to be considerable.

We discussed our thoughts with numerous people at the Rib Ex show in May 2010 and 2 specific points hit home: -

- Human legs are the best set of shock absorbers you will ever find
- To gain best visibility you need to stand (and hence be braced into a sporting structure of some kind)

Extensive internet research eventually led us to McLeod Seating in the USA, which appeared to produce a very well engineered bolster seat, with an electric base that raises and lowers to offer varying degrees of support depending on the prevailing conditions. So having kindly been given a tour of Hot Lemon by Mike Deakin, these seats seemed to be the commercial equivalent of the bespoke version used by Mike on his boat. So decision made - 3 off McLeod bolster seats ordered from the USA!

During 2010 several things changed with the specification of the boat and all niceties for the project were scrapped. Out went the cabin rib idea. The sea toilet concept has been replaced with a bucket and the final boat spec has been

stripped down to the bare minimum. "If it's not essential it's only likely to fall off during the race, so save the initial investment and don't fit it!" was the advice given by Justin McInerney following his experiences of the 2008 event.

Final boat spec: -

- 10m Quinquari Rib – based the Humber 10m Sports Pro with additional stiffening
- Twin 300HP Etec Evinrude outboards
- 3 crew seating configuration (standing bolsters)
- 2 x chart plotters / GPS & 2 X VHF radios (no radar)
- Detachable deck mounted fuel tank for the race
- Colour – white hull, black tubes

All other details left to Quinquari !!!

Current Status (Jan 2011):-

- Engines bought & delivered to Quinquari
- Hull and tubes moulded – currently undergoing pressure testing
- Hull due for delivery to Quinquari late March
- Seats on order (due March)
- Electronics still to be determined
- Boat completion - early May

Next steps: -

- Register with RYA for racing licence
- Commission and sea trial boat May
- Undergo training (maintenance, fault finding, engine diagnostics etc) 2 days at Quinquari
- Find suitable berthing arrangement- Southampton area
- Sea trials and training as required
- Participate in RB12 events
- Enter Cowes Torquay 2011
- Sign up sponsors

Robert Smith

(Follow the RB12 Challenge on www.Traka.com)

"During 2010 several things changed with the specification of the boat and all niceties for the project were scrapped. Out went the cabin rib idea. The sea toilet concept has been replaced with a bucket "

AN INTERESTING NAUTICAL FACT

Manure: In the 16th and 17th centuries, everything had to be transported by ship and it was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the cargo was stored below decks in bundles, you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening. After that, the bundles of manure were always stamped with the instruction "Stow high in transit" on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the vessel would not touch this volatile cargo and start the production of methane.

Thus evolved the term 'S.H.I.T', (Stow High In Transit) which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word.

Neither did I.

Most people thought it was a sporting term

SPOT THE DIFFERENCE

Between the two Dartmouth Scenes



Peter Hayton has made twenty five subtle and not so subtle changes to the bottom photograph, taken from an image in Dartmouth. You might need very good eyesight in places



TO ALL THE SAILING MEMBERS

Ahoy there !

No doubt the sailors amongst us must have had a great season last year with plenty of wind for some brisk sailing. For those that sail independently, have you ever wondered how much more enjoyable that experience would be if part of organised voyages in company with other sailboats from Cobb's Quay ?

Well that is our vision at least, but over the past years whilst the power side of Cobb's Quay Berth Holders Association has thrived, the enthusiasm seems strangely lacking from the many sailing enthusiasts at our Marina.



Sailing in Company

But things seem to be moving, in view of a handful of experienced sailors expressing interest in helping establish a sailing section of the Berth Holders Association – so it will be run by dedicated and dependable sailors and underpinned with organisational advice and help from the Association's substantial knowledge.



Peaceful sailing

Of course, there is a world of difference between both, but still a great deal of commonality in planning, organisation, and destinations exist.

Albeit it at a more sedate pace !

But I guess we all share the same passion and a glass of wine at the end of a safe passage, in the company of others, providing a great sense of achievement.

In the short term we anticipate seeking guidance on what objectives sailing members would like to aim for and with a steady increase in sailing membership, put it all into place for this season.

If you want to come on board please initially email your interest to me.

Jim Reynolds....

memberrep@cqbha.org

An Old Salt's Tale

From the dock the woman watched as the salty old tugboat captain skilfully docked his boat. She was impressed that such an old man would still be doing such a tough job. She decided to wait until the captain disembarked. As he did, she asked him, "Captain, what is your secret to leading such a long and productive life?"

"Well," he said. "I would have to say it's because I smoke three packs of cigarettes a day, drink a case of whisky every week, eat a lot of fatty foods and I never exercise."

"Wow, that's amazing," the woman said. "Exactly how old are you?" He answered, "Thirty-one."



Peter Hayton, Marine Artist

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THE HISTORY OF THE SANDBANKS CHAIN FERRY

"Branksome Park and Swanage Light Railway Scheme was formed with capital of £68,000. They had in mind a tramway between Canford Cliffs and Swanage"

A hundred and fifty years ago there was relatively little need for transport across the mouth of Poole Harbour. Swanage was a small fishing village and a convenient place from which to ship stone taken from the coastal quarries between Swanage and Worth Matravers. Studland was a backwater dedicated to smuggling, farming and fishing. Sandbanks itself was a large isolated sand dune. Bournemouth only existed as a collection of small villages. Wareham had been quite an important town in previous centuries, as for many years smaller sea-going vessels could sail up the river to its quay. Poole was the main centre of commercial activity and had strong links with Newfoundland. Any residents of Studland wishing to go to Poole and the mainland would take the track across the heath behind the Knoll House Hotel, which is still visible, and then a boat from Goathorn Point or from one of the bays on the harbour side of the peninsula. The ferry road then drained into the Little Sea which formed a swamp, which could be crossed precariously at what is known as Piple Bridge.

The Bridge History

In 1904 a curious scheme was proposed by a company formed by Lord Wimborne, Sir John Burt (Swanage) and Mr Bankes (Kingston Lacy; owner of Studland peninsula). Branksome Park and Swanage Light Railway Scheme was formed with capital of £68,000. They had in mind a tramway between Canford Cliffs and Swanage. At Sandbanks it "was proposed to erect a tower on either side of the water, and, by means of a cage and chain arrangement, to swing the cars across to the opposite bank and thence continue the system to Swanage". A similar method to the Middlesbrough transporter bridge. Eady and French were the engineers. By 1906 its capital had grown to £266,000. Power was to come from the Bournemouth Electricity Supply Co. An enquiry was held by the Light Railway Commissioners on 26th March 1906, with the outcome that the scheme was opposed by the Poole Harbour Commissioners and Poole Corporation and the commissioners refused it.

In 1929 - 30 the Ferry Company's own proposal that a bridge be built was defeated in the House of Commons by 4 votes, because there was no local support. The plan shows a circular ramp leading to a bridge suspended on two towers 120 ft above the spring tide high water mark. The central span was to be 600 ft between the towers. The bridge would have taken a SW direction and then SE to land by the boatyard.

Another proposal came in 1955 and also failed for lack of local support.

Every few years, letters appear in the local press urging that the ferry be replaced or supplemented by a bridge. There has never, ever been any real prospect of a bridge being built. At a guess, a 3 acre piece of Sandbanks, the highest-priced land outside central London, would have to be purchased for access, and the houses demolished. The final bill would be so enormous, that either a high toll would have to be charged or local ratepayers would be saddled with a subsidy. Central government could not justify such a scheme. In the summer months Studland reaches saturation point early in the day. The ferry service has always stemmed the flow to a degree.

The height of the radio mast and antennae of Brittany Ferries' 'Barfleur', in empty state, is 139 ft above the waterline, making any previous bridge plans on the small side and even less likely to be taken up than before.

Formation of the Ferry Company

Early last century a row-boat service operated in the summer months, when the tidal race was favourable. The name 'Shell Bay', for South Haven, began to be heard, coined by the ferrymen as a tourist lure. In 1908 James Harvey started a motor boat service; his successors operated it until the 1960s and then a general harbour boat service until 1997.



The Old Chain Ferry
by Peter Hayton

In 1914 Poole Harbour Commissioners were keen for a vehicle ferry service to be operated across the harbour mouth between North and South Haven, but plans were shelved until after the Great War. The impetus behind a car ferry service in this location came from Mr Frank Aman, businessman and hotelier (Alum Chine Hotel) of Totland Bay on the Isle of Wight. He was assisted by his two sons, Gerard, an engineer, and Arthur, a stockbroker. They were instrumental in starting the company and were also the largest

individual shareholders, maintaining their family connection until 1961. Lord Montagu of Beaulieu was the first chairman.

The Bournemouth-Swanage Motor Road and Ferry Company came into being on 31st July 1923 when an Act of Parliament received the Royal Assent, so becoming law and giving the necessary powers for this statutory company to be created. The Act allowed the company to charge a toll on the road it was to build from South Haven to Studland. Land was acquired from the Bankes Estate under the provisions of the 1923 Act. The road was to be laid on a strip 50 ft wide; 25 ft for the road and 12.5 ft either side for the verges, as far as Hardy's Road leading to the main beach car park below Knoll House. Its responsibility then extended to the 'phone box in Studland village, but no toll was permitted for this section, recently adopted by Dorset County Council.

Capital for the venture was raised by the issue of shares and work commenced on building the slipways and the new road from Studland. An order was placed for Ferry No. 1, with J. Samuel White, a firm of shipbuilders on the Isle of Wight.

A road construction company was formed within the ferry company. Edwin Burt of Purbeck House, Swanage, was the director primarily responsible. He was also a director of John Mowlem Ltd. Chalk was not good enough ballast for the foundations. Purbeck stone was used for the slipways and the road. It came from local quarries, mostly from the cliff-face quarry at Seacombe, between Dancing Ledge and St. Aldhelm's Head. Barges carried the stone round by sea for the slipway foundations, whilst stone for the road was brought by primitive, one-speed lorries and Sentinel steam-driven wagons via Worth Matravers, Langton Matravers and Swanage. There was suspicion that the tonnage of stone delivered might not correspond to the amounts invoiced and so a weighbridge was set up beside the site office at the end of Hardy's Road.

The boggy ground at the Studland side of the Goathorn track swallowed prodigious amounts before a wide enough firm base was obtained. A 50 ft culvert and much stone took care of Pipleby Bridge. Delays meant that the ferry was ready before the road was finished.

Photographs of the road construction, given by the ferry company, can be seen at Knoll House, next to the reception desk.

Start of the first ferry service to carry vehicles

It was almost three years after the Act of Parliament was passed before the ferry began its service on July 15th 1926. Ferry No. 1, built by J. Samuel

"Originally constructed for 15 cars, it was soon modified to enable 18 cars to be carried.....in the first rather short summer season 100,000 passengers and 12,000 cars were ferried across the 350 yard harbour mouth"

HISTORY OF THE SANDBANKS CHAIN FERRY CONTD /

“At the end of the war the ferry was in need of an extensive refit and the road, too, required substantial repairs to bomb and shell craters”

White, was coal-fired and steam-driven. Originally constructed for 15 cars, it was soon modified to enable 18 cars to be carried. The service was popular from the start and in the first rather short summer season 100,000 passengers and 12,000 cars were ferried across the 350 yard harbour mouth.

The service in war time

At the outbreak of World War II a restricted service was introduced. Later, after the fall of France, the ferry was taken over by the military and closed to the public for the duration. In 1943, or thereabouts, Studland Bay and the surrounding heath became a battle-training area for the troops who were to take part in the D-day landings in France. Famous men of those days who visited the area and may well have travelled along the road, if not actually on the ferry, were King George VI, Winston Churchill, Field Marshal Montgomery and General Eisenhower. It is also reputed that the then world heavyweight-boxing champion, Joe Louis, fought an exhibition bout in Day's Park football stadium in Swanage, for the benefit of the many U.S. troops stationed in the area.

Resumption of the service in peace time

At the end of the war the ferry was in need of an extensive refit and the road, too, required substantial repairs to bomb and shell craters, as well as the removal of tank traps and 'Dragon's Teeth' obstacles, so it was not until 1946 that the service was able to resume. Ferry No. 1 carried on gallantly for another 12 years but the refit periods became longer and the service was bedevilled by breakdowns. Knoll House also needed much attention and did not re-open until July 1946.

The 1940's and 1950's

For a short while, a second ferry was used during the extended refits of Ferry No. 1. Ferry No. 2, as this additional ferry was known, was also steam-driven and had been purchased from its previous owners after it became redundant on the East to West Cowes service, across the river Medina on the Isle of Wight. It was a small ferry with space for only 8 cars and was really too small for use on winter service, even in those days. On the other hand it was better than nothing.

By the mid-1950's it was decided to replace the original steam ferry. The alternatives considered were a new ferry or a bridge, whichever met with most favour and support from local people. Many were against the idea of a bridge which would need to be at high level and would have dominated the skyline for miles. It was clear that any proposal to build a bridge would not gain sufficient support from the various local authorities and a new ferry was ordered instead.

Ferry No. 3

Ferry No. 3, built by J. Bolson & Son Ltd at Poole, was diesel-electric powered and carried a maximum of 28 cars. It had an overall length (including prows) of 157 feet, a beam of 42 feet 6 inches and a draught, when loaded, of 3 feet 6 inches. It was equipped with three Ruston diesel engines and normally operated on two of these, although it could run on only one engine when necessary. This was a useful feature and meant that at least one engine acted as a spare at all times. Also, repairs and strip-downs could be carried out without making any changes to the scheduled service times.

During the 35 years that it was in service Ferry No. 3 proved to be very reliable. Annually the ferry carried something in the order 650,000 vehicles of various sorts, up to the then 10 ton weight limit, and, if vehicle passengers are included, well over 1 million people. Ferry No. 3 helped enormously to popularise the service which, over the years, attracted a core of regular users and provided a unique experience for visitors to the area, many of whom were prepared to wait in quite long queues. Such was their affection for the ferry that on

HISTORY OF THE SANDBANKS CHAIN FERRY CONTD /

its last run, at 11 pm on 17th January 1994, it was accompanied by a full load of festive sentimental regulars.

The 1960s and 1970s

The period since the last war has seen many changes. Knoll House was purchased by Col. Kenneth Ferguson in 1959 and is now run by his sons Michael (M.D.) and Christopher. The ferry's connection with the Aman family ended in 1961 when the Raglan Property Company purchased the vast majority of the shares. Frank Aman had died just before the war and one of his sons, Gerard, died soon after it. His other son, Arthur, was not in a position to oversee the running of the company on his own and so Raglan were able to buy the business.

Raglan soon drew up plans for a larger ferry with a capacity of some 40 cars. Of much more interest to them, though, was their project for building development of the South Haven. These plans were presented to Mr Bankes, through his agent, Mr Rhodes. He had no need to sell land at South Haven, nor any wish to see land entrusted to him turned into another Sandbanks. He did not even grant the eager Raglan representatives the opportunity of a meeting, all to their utter amazement.

Before building of the new ferry could commence, the property market suffered a recession due to the mid-1960s oil crisis. Raglan's interest in the ferry probably diminished after Mr Bankes' decision. The property market remained depressed for some time and as a result Raglan themselves experienced protracted financial difficulties and had to cancel their plans for the new vessel. In the early 1980s Raglan's problems increased and the ferry company, which at this time was held by their bankers as security, had to be sold as part of another round of financial restructuring. Property companies and banks do not normally operate ferry companies, so it was not long before it was sold to its present owners, Fairacres Group Ltd (formerly Silvermist Properties [Chelmsford] Ltd., a firm with shipping experience in the South Atlantic).

New owners

Fairacres is very much a family concern. Mr Rodney Kean and his family take a deep interest in the company, its staff, operations and safety. In the relatively short period since the company came under the Fairacres / Silvermist wing, a good many improvements have been made. Both slipways have been completely rebuilt, mains electricity laid on to Shell Bay, the old wooden buildings replaced with a modern office, a roundabout and new toll booths with a computerised toll system. Some of the changes were made to improve the method of toll collection prior to the introduction of the present ferry. Until this time electricity at Shell Bay was supplied by generators of all sorts, even a small windmill erected by Mr Edmonds, an employee who lived there.

The original Studland side fare and toll collection point was from a wooden hut below Knoll House at Pipleigh Bridge, a place known for gnats and mosquitoes. A ferry employee had to stand on a rather exposed and risky island in the middle of the road, in all weathers, to sell and collect tickets. The toll box was moved to the middle of the road when Silvermist took over. After a short period it was removed altogether and fare collection was centralised at Shell Bay.

Electricity for the old toll box was supplied by Knoll House free of charge, via rudimentary poles and wiring down the roadside. The toll box was cold and damp in the winter, conditions alleviated by the permanent electric fire. In exchange for supplying the electricity, members of the Ferguson family received season tickets for use on the ferry. On the odd times when the meter was balanced against a rough estimate of the number of ferry trips, the arrangement was found to be of about equal benefit to both sides. Mains elec-

“In the early 1980s Raglan's problems increased and the ferry company, which at this time was held by their bankers as security, had to be sold as part of another round of financial restructuring”

HISTORY OF THE SANDBANKS CHAIN FERRY CONTD

tricity now supplies the ferry office, the boatyard and cafe. In a generous gesture the ferry company granted Mrs Pauline Ferguson a season ticket for life.

'Bramble Bush Bay'

The present ferry 'Bramble Bush Bay' came into service in January 1994. It is the fourth ferry but the first to have a name, taken from a small bay south of the boatyard, where several house boats have been moored for at least the last 50 years.

At some 244 feet overall it is 87 feet longer than No. 3; it is wider by 12 feet and has a beam of 54 feet but the draught is virtually the same, 3 ft 9 ins, when fully loaded.

The most effective difference between this ferry and all its predecessors is the increased car-carrying capacity. It has a nominal capacity of 48 cars but can accommodate 52 without difficulty. Buses, coaches and large trucks now only take up two car spaces instead of the four occupied by these vehicles on Ferry No. 3. Previous ferries were not always popular with older or nervous drivers owing to the lack of space between the lanes. Car occupants now have more room and can easily get out of their vehicles to look around. Regular users try to be in the two right hand lanes because they are unloaded first !

In the 70 years or so since the company began operations, the car-carrying capacity of the ferry has increased by 220 %, rising from 15 in 1926 to 48 cars today. Despite new and improved roads on the Wareham route round Poole Harbour, this crossing remains as popular as ever, if not more so.

The cost of building 'Bramble Bush Bay' (Richard Dunston Ltd, Hessel on the Humber) was approximately £3.5m, including the slipway and marshalling area.

The charge for a car and driver's one-way use of the ferry and road in 1926 was 12.5p (2s 6d plus 3d per passenger). Today it is £3.50 per car. Using strict R.P.I. progression, the charge today should really be in the order of £4.10 per car and as much as £4.80 with three passengers!

Some Interesting Facts - The Chain

The Sandbanks end of the ferry is the bow; it is classified as a 'floating bridge'.

Chains have always been used in preference to cable. They are stronger and heavier. The main section's links used to be made of mild steel. The end sections, where the heaviest wear takes place, were of hardened steel. Recently a better system for renewal of worn chain has been adopted. The entire chain now is made of hardened steel and is delivered with an extra 55 yards on top of the length actually required for operation. The extra length lies along the road at the Studland side and reaches to the weight pit which supplies tension to the chain.

The wear and abrasion on the chain is greater at the Sandbanks side; the deeper water there means that there is more chain/slipway friction. When necessary, the worn section, about 20ft, is removed at Sandbanks and an equal length of 'old' chain is added at the Studland side, with shackles: an operation which can be carried out several times. It could not be done at the Sandbanks side because there is nowhere safe to store the extra length of chain and shackled links will obviously not go through the drive wheels.

Each chain is 1,235 ft long (376.5 m), costs £24,000 (2006) and lasts 15 to 18 months. The chain is only powered on one side at a time, thus requiring less power and bringing the vessel better onto the slipway. The powered side is away from the flow of the tide, i.e. when the tide is flowing in the in-harbour chain powers the vessel. The channel is 51 ft deep (17.81 m). At 50 ft from the 244 ft long ferry the chain hangs at 14 ft depth. The 'Barfleur' cross-channel ferry has a draught of 17 ft. The new longer ferry has the effect of narrowing the safe area for passage over the chain, particularly when the ferry is lying at the Sandbanks side because the channel is mainly on the Sandbanks side of the entrance.

The chain wears on the concrete slipway and also between the links themselves, resulting in a lengthening of the chain. Two links have to be taken out every fortnight to maintain the optimum length and tension.

*"Each chain is
1,235 ft long
(376.5 m), costs
£24,000 (2006)
and lasts 15 to
18 months"*

THE PHONE CALL BY NINA DUNNE

You always know that when your phone rings at ten to six in the morning it is not going to be a good call. It gets worse when you get asked if you are your daughter's mother, then you get told that you are speaking to the skipper of your daughter's boat, then you get informed that she is currently in hospital in Le Havre with suspected appendicitis.

This happened to me on the COBHA cruise to Island Harbour in May on the Sunday morning. I felt totally useless – what could I do? I could not just get on the next ferry to be over with her, the logistics getting me back home to collect my passport and back to Portsmouth were not good. We toyed with the idea of taking the boat over but the wind was set to increase plus we had my brother and sister in law, niece and nephew on board and we did not have our passports.

As the morning progressed it was pouring with rain outside and we sat by phones waiting for news. By midday we had not heard so Jon rang his cousin who lives in France to contact the hospital for us to find out what was going on. He rang us back and confirmed that our daughter did indeed have appendicitis and was having an operation at 2 p.m. We had a 'boat' discus-

sion and decided that we would all go back home once the lock was open, so that Jon could come with me over to Le Havre.

On our return to Poole, Jon immediately rang our daughter's travel insurers to make sure she was covered and we could repatriate her. We were told that yes, that was no problem.

We arrived in Le Havre on Monday morning to find a slightly groggy and tearful daughter, but being cared for in a fabulous 'state run' hospital. The staff and doctors were fantastic and the place was spotless. Her insurers had already been in contact with the hospital and Jon had to sort out a few papers which was not difficult. She recovered well, despite being fed soup 'Crecy' every day, which is a carrot soup with not a lot of flavour, and we took her home on the Wednesday evening.

A week later we had got all our receipts together and submitted a claim to Direct Line, her 'Travel' Insurers. A few days later they were on the phone saying that they would not cover it. The question was asked why not and the response was that she sailed over to France. The immediate question that was fired back was well it is travel insurance and not holiday insurance and there is nothing in your definitions that state that sailing as the mode of transport is not al-

lowed. They then commented that the journey over could have brought on the condition – well I have never heard of sailing bringing on appendicitis! Jon argued the point that there was nothing in the definitions stating that this is precluded and, very begrudgingly, they put the case before their underwriters. The underwriters came back eventually and said that on this occasion they would cover it and we were paid out what we had claimed for.

Well fine you might ask, but what has this story got to do with motor boaters? When they came back and said they would allow it on this occasion, I told them that Jon and I have the same policy with the only difference that we have a motorboat, not a sailing boat. Then I asked the question, "Say we were going to Guernsey and were taken ill on the journey over, would we be covered?" The answer was, "No, the journey might have brought on the onset of symptoms". I pointed out that we were not sailing but in a motorboat, but they were adamant. Next question, "If say after 3 days of being in Guernsey I have a heart attack, would I be covered?" The answer was, "I might not".

My advice to anyone considering a trip to France and more importantly the Channel Islands, is make sure that your 'Travel' insurance covers you!



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JET BIKERS AND THEIR ANTICS!

We were privileged to have a bunch of jet bikers perform for us recently as we were passing Old Harry Rocks.

We saw them coming for our wash and slowed down to the best speed for a really big wash (about 10 knots).

The jet bikers loved it and performed an amazing program of stunts, which include high level jumps, no handed jumps, full mid air turns and a whole array of leaps and dives which completely submerged their jet bikes and themselves.

One Jet biker jumped off our wake, spun onto the front of

his jet bike, pushed the bow under the water and then proceeded to send a jet of water twenty five feet into the air.

25 foot Water Jet

Unlike the normal jet ski where you have the bike firmly between your knees, these jet bikes are controlled purely by the hands and feet. And amazing balance!!



Leap and Turn

This guy followed through with a complete dive under the water and popped up 30 feet away!! And with no sub-aqua gear!!!



Wash Leaping

This was the guy who turned and sent up the 25 foot water jet




Coming up out of the Wash

Look, No Hands

This guy did a whole series of jumps without holding on with his hands





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By Peter & Anne Hayton...Work of Art Marine Images



By Carol Turner

BOOK REVIEW

LEFT FOR DEAD (2ND EDITION)

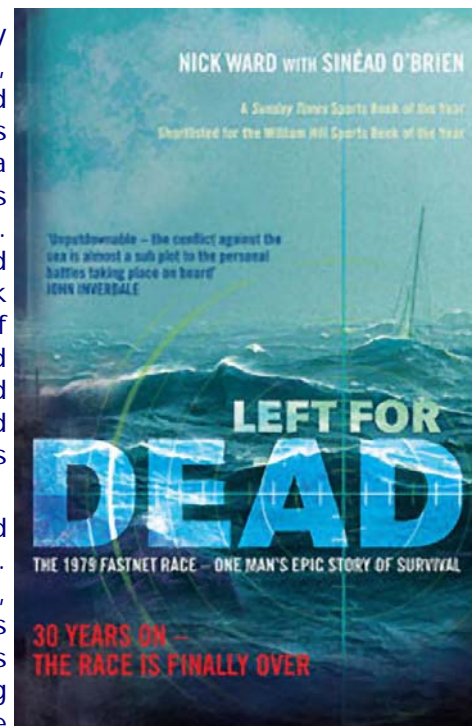
By Nick Ward with Sinead O'Brian

Many of us will have had a scary experience at sea – engine breakdown, fouled propeller, hitting a submerged object, deteriorating weather conditions etc. Very few of us will have experienced a B1 or B2 knockdown or a storm such as occurred during the 1979 Fastnet Race. This book is more than just a vivid description of those conditions. It is Nick Ward's emotional rollercoaster account of his struggle to understand what happened – of how he and crewmate Gerry found themselves alone in the Irish sea, aboard the yacht Grimalkin. It is a story that has taken almost 30 years to achieve 'closure'.

Nick is the youngest of the four Ward children, who grew up in Hamble village. He started sailing in a plywood dinghy, with his father, when only 4 years old. His childhood was coloured by tales of ships sailing the southern oceans and rounding Cape Horn – and by accounts of the Fastnet Race, from his next door neighbour. Sailing became his passion – he planned a career in the Merchant Navy and to be in his first Fastnet race by the time he was 17 years old. But at age 15, in 1971, he suffered a brain haemorrhage and almost died. He spent months in hospital, had to learn to walk again, was left with epilepsy and a weakness on the left side of his body. It was a year before he could sail again. He then worked in a chandlery and supplemented his income with yacht deliveries. It was only in 1979, at age 24, that he was offered the opportunity to participate in the Fastnet Race, aboard the 30 foot yacht Grimalkin. On 11th August, the six man crew started the 600 mile journey from Cowes to round the Fastnet Rock lighthouse and finish back in Plymouth.

Nick's description of watch and galley duties on board, as well as petty squabbling, will be familiar to anyone with experience of long distance sailing - racing or otherwise! Early in the race, the lack of wind and persistent fog raised concerns that the race might be cancelled - it was taking too long. But the wind gradually increased and by the afternoon of Monday 13th there was enough to use the spinnaker. Around 5:30pm, the crew noticed that the sky had turned a spectacular orange colour - although sunset was not due for another 3 hours. Twenty minutes later, the BBC shipping forecast warned of winds increasing to force 8. Within an hour and a half, the Grimalkin crew picked up a French weather forecast, suggesting storm force 10.

As dusk fell, conditions deteriorated rapidly. All the crew moved to the cockpit, the sails were removed, warps trailed and the course altered to cope with the mountainous seas and avoid a capsize. A B1 knockdown pushes a yacht through 90 degrees, but the yacht will eventually right itself. With a B2 knockdown, the yacht turns through 180 degrees and stays there! By 1:30am on Tuesday 14th, the anemometer showed 65 knots of wind – force 12 and just over an hour later, the first of many B1 knockdowns occurred.



"This book is more than just a vivid description of those conditions. It is Nick Ward's emotional rollercoaster account of his struggle to understand what happened"

BOOK REVIEW CONTD/

This and each subsequent knockdown hurled the crew through the air to crash land either on the yacht or in the sea – inflicting both injury and immersion in bitterly cold water.

By dawn there was still no easing of the wind, so the skipper decided to send a Mayday call for rescue – but their position was unknown. The cabin was a hazardous place to be in such conditions, with any loose item becoming a potential missile and the skipper suffered a serious head wound. The crew fired all the flares, but there was no acknowledgement. Amid the roaring of the wind and waves, the crew argued over whether to launch the life raft. During the next capsizing, Nick was knocked unconscious. When he regained consciousness, four of the crew, including the badly injured skipper, had disappeared, along with the life raft – and Gerry was floating in the water attached to Grimalkin by his harness.

The description of Nick and Gerry's ordeal over the next 12 hours is both gripping and harrowing – dehydration, hyperthermia, paranoia and bailing to stop Grimalkin sinking. You will need to read the book – which I thoroughly recommend – to understand the full horror of it all. They were finally winched aboard a Sea King helicopter, as darkness fell on Tuesday 14th. Nick was the last survivor to be rescued during that Fastnet Race, which claimed 15 lives. Not surprisingly, Nick subsequently suffered post-traumatic stress and an increase in the frequency of his epileptic fits. A few months later, all survivors were sent a questionnaire as part of the Fastnet Race Inquiry. The resulting 76 page report provided Nick with some new information – but still did not fully explain what had happened aboard Grimalkin.

Nick attributes his survival to his early near-death experience with a brain haemorrhage and to his crewmate Gerry. Amazingly, Grimalkin survived too – and 26 years later Nick had an emotional reunion with her. This book was first published in 2007 and writing it has finally brought Nick some peace. His childhood ambition was finally realised 30 years later, when he participated in the 2009 Fastnet Race, aboard yacht Ariel – and he at last rounded the famous lighthouse.

AC Black's review

The second edition of the Sunday Times Sports Book of the Year is updated with a new chapter describing Nick's eventual completion of the Fastnet Race thirty years after his first, ill-fated attempt.

The world-famous Fastnet Race takes yachts from the Isle of Wight to the Fastnet Rock off the southwest coast of Ireland and back. The 1979 race began in perfect conditions, but was soon engulfed by the deadliest storm in the history of modern sailing. By the time it passed, the havoc caused was immeasurable, and fifteen sailors had lost their lives.

It had been Nick Ward's childhood ambition to sail in the Fastnet Race, and being asked to join the crew of the 30-foot yacht Grimalkin was a dream come true. But then the storm hit. Grimalkin was capsized again and again. With the skipper lost overboard, after hours of struggle three of the crew decided to abandon the boat for the liferaft. Nick and another crewmember, both unconscious, were left on the beleaguered yacht in the middle of the Irish Sea. Both were presumed dead. Gerry died a few hours later, and Nick was left to face the storm alone.

About the Author(s) Nick Ward was born in Hamble and was taught to sail at the age of four. He has retained his love of sailing throughout his life. He worked in the marine trade for most of his career and delivered and raced yachts of all kinds. Nick still lives in Hamble today, with his wife Christine and two children.

Sinead O'Brien is an award-winning documentary maker and dramatist. She lives in Dublin with her daughter Eve.

"You will need to read the book – which I thoroughly recommend – to understand the full horror of it all"

"Gerry died a few hours later, and Nick was left to face the storm alone"

**A & C Black – 2010
ISBN 978-1-4081-2816-9**

Cobb's Quay Wins Double Whammy!

MDL Marinas is delighted to announce the winner of its 2010 Photography Competition is Anne Hayton from Poole in Dorset.

The winning image - taken at MDL's Cobb's Quay Marina in Poole - captures a stunning rainbow spanning a darkened sky across the marina. Anne's photo took pride of place on MDL's stand (E052) at the PSP Southampton Boat Show.

The annual competition, which encouraged berth holders and local residents to capture images from around their local marinas, was sponsored by Sony. Judged by top marine photographer, Mike Jones, Technical Marketing Manager at Sony, Paul Genge and Jon Eads, Managing Director for MDL's Marina Division, the competition attracted more than 200 entries from MDL's 21 locations in the UK, Spain and Italy.

As this year's winner, Anne received a Sony a450 digital SLR camera, a bottle of Champagne and tickets to the PSP Southampton Boat Show – where she was able to see her winning image displayed on MDL's waterfront stand.



Anne's Winning Entry

Second place in the competition, winning a Sony compact digital camera was awarded to Carol Mason from Northamptonshire for her expertly crafted photograph of fireworks over Queen Anne's Battery in Plymouth. Meanwhile, in third place and winning a Sony bloggie mini camera was Anne's husband, Peter Hayton, for his image capturing sunset at Brixham Breakwater near Torbay.

Alongside this year's main competition, MDL also ran a competition for its staff. Receiving over 60 entries and judged by the same trio of experts, the winning photograph was taken by Mark Elliott, Dock master at Shamrock Quay in Southampton. Second and third places were awarded respectively to Tomasz Zaprzala, Boatyard Supervisor at Sant Carles Marina in Spain and Kevin Powell, Marina Supervisor at Bray and Windsor Marinas.

Jon Eads commented: "We were delighted with both the quality and quantity of entries for this year's competition. It was great to see so many berth holders and local residents getting involved and showing us, through their photographs, their favourite places and sites around our marinas".

"Anne's image capturing a perfect rainbow over Cobb's Quay Marina was amazing and we've really enjoyed showcasing her masterpiece on our stand at the PSP Southampton Boat Show – we've had some fantastic comments from our customers."

Top marine photographer, Mike Jones who led the judging panel, said: "The standard of entries this year for both competitions was incredibly high. However, Anne's photograph taken at Cobb's Quay Marina really stood out for all of us, she is a well-deserved winner."



Peter's Third Place Entry

THE WORLD IS FULL OF STRANGE INDIVIDUALS

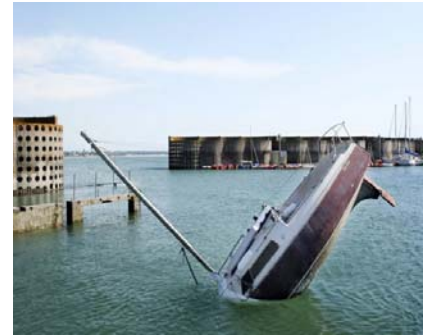


French artist/trickster Julien Berthier has designed a fully functional boat to look as if it is sinking. The 6.5m (21ft) yacht was cut in half in 2007, sealed with fibreglass, fitted with two motors and had a new keel added so that, when anchored, it looks like a sinking ship.

Called the 'Love Love', the sculpture remains fully functional whilst in the sinking position, being able to glide on the water just like a "regular" boat. The 35-year-old designer says his ever-sinking sailing craft is perfectly safe and easy to manoeuvre, especially in

calm waters.

'Love Love' is so convincing that many a boater has stopped to assist, but Berthier says that he's not out to trick the authorities:



"There was a misunderstanding that I had made this piece to have coastguards run to help me even though there was no reason to. It is important to say that coastguards and harbour masters have always been warned and that the piece is not at all about crying wolf."



You can watch a clip of 'Love Love' being lifted onto the water at South Dock, Canary Wharf on 'You Tube'. It might not be 'ship-shape', but, believe it or not, it is seaworthy. Berthier has taken the sculpture across the English Channel and toured it around Europe. He describes it as "the permanent and mobile image of a wrecked ship that has become a functional and safe leisure object."

DID YOU KNOW THIS? (INTERESTING FACTS)

In the late 1700s, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title 'Chairman' or 'Chairman of the Board.'

Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the 'Ace of Spades.' To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't 'playing with a full deck.'

Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TVs or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some ale' and listen to people's conversations and political concerns. Many assistants were dispatched at different times. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip.'

ALDERNEY AND BACK ON A JET-SKI!!



'I really wanted to do something, rather than just sit back and watch'

Hi, I'm Josh, a thrill seeking 15 year old (at the time of writing). In May 2011 I took a Yamaha FX Cruiser from Poole to Alderney and back in one day for two really worthwhile causes, Breakthrough for Breast Cancer and Coeliac Disease. A total distance of 140 bum numbing miles.

The idea came about last October after a day on the ski. A couple of weeks before that I found out a very close personal friend of mine had been diagnosed with breast cancer. This person is an inspiration to me so the news really struck me. The reason I chose Breakthrough for Breast Cancer is because it's a charity whose main goal is finding the cure, not raising awareness. The second charity is also very close to me and my family as my younger brother is affected. Coeliac disease is a wheat and gluten intolerance which can lead to cancer. It's non government funded, so all of the donations are very worthwhile. Unbelievably, three in five people have Coeliac disease and two in five people have it but don't know. It's called 'the last diagnostic attempt'. So after the weekend, when we got home, I shared my optimistic proposition with my family expecting to get laughed out. Yet they were surprisingly supportive!

That night I wrote to MDL hoping to gain sponsorship from them. The next day, when I got home from school, mum called me in to the kitchen. "Josh...." "Yes mum...." "I've just had a phone call...." Now, many things rush through the mind of a 15 year old at this point and cause sudden panic. "Mum, I swear I didn't do it! It set itself on fire!" That kind of diverted away from the original subject. After some intense interrogation, we got round to the original point. Turns out mum didn't think I was being all that serious. David Wilson from Cobb's Quay had phoned my mum and his opening lines were, "Are you aware of what your son is doing?" !

A big Thank You to MDL for contributing to raise awareness for these charities by offering to pay for the fuel of the jet ski and the support boat there and back. I also wrote to Yamaha, and because it was leading up to the boat show, we thought we would talk to someone on the stands. After getting past some pessimistic salesmen, we caught David Pougher as he was leaving. He was aware of what I was doing, and straight away said, "Don't worry, we'll sort you out with some kit." Didn't really know what he meant by 'kit'. I got a paddock jacket, boots, wet suit, gloves, goggles, under top and an absolutely amazing kit bag! I've got to say thanks to Yamaha as well for making it a truly amazing jet ski!

On the safety aspect, we had a RNLI representative come to talk to us about equipment, fuel etc. I began to realise then all the things that could go wrong. To kind of get an idea

of what the distance would be, we did some trial runs. We started off with Poole to Lymington, and the furthest one we did was Poole to Portland and back, which we did in 20 mph winds. The trip was okay until we had to cut across the bay at Weymouth, where it got lumpy. Precision throttle control was needed, but with dad hanging on the back, we had to have some fun!

The main reasons I did this challenge is because I understand that people have it a lot worse than me, and I really wanted to do something about it rather than just sit back and watch. These two charities are for such worthwhile causes and could really do with some generous donations. I'm also really fed up of the news being littered with bad press for teenagers my age. I want to show that we're not all like that and some of us can get off our x-box and do something about it.

Josh



Full Fire Exercise at Cobb's Quay Marina

As part of the ongoing training for staff, the marina held a full fire exercise with the local Hamworthy Fire station last July. The exercise was conducted on a blistering hot Thursday afternoon with Hamworthy Fire Brigade sending 2 pumps racing down to Cobbs Quay Marina to tackle a staged boat fire in the marina with smoke pouring out of a vessel (smoke canister).

Cobbs Quay staff assisted the firemen with access and keeping the area clear and safe. When the Chief Officer considered the area safe and the fire out, the vessel was moved by staff to an area where another fire crew could keep the vessel under observation in case of reigniting and contain any fuel / oil spills.

At the start of the exercise, prior to the Fire Tenders arriving on station, it was comforting to receive so many calls into the office from berth holders that a boat was on fire and they were quickly assured it was a fire exercise.

All involved felt that the exercise was a great success and felt more confident in the event of a real life situation.

Marina management hoped to carry out similar exercises around the marina in the months after the drill and were full of praise for Hamworthy Fire Station, staff and to all the customers, who made this a really worthwhile exercise just by taking an interest and telephoning into the office to report the incident.

Thanks also to Dave Wilson and Assistant Manager, Richard Marshall, who were no doubt in the thick of matters, for providing this information.

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Reporting A Stranded Dolphin or Whale

Each year, about 500 whales, dolphins or porpoises (otherwise known as 'cetaceans') are reported stranded in the UK. Most are dead when they are found. Occasionally, however, some are found alive.

If you find a stranded dolphin, whale or porpoise that's still alive you should follow these steps:

Contact the rescue organization; notify the local coastguard office and give information about the animal's location and condition.

How to tell if the animal is alive

You can usually tell if the animal is alive because it will be breathing through its 'blowhole'. A blowhole is the animal's breathing hole on top of its head. However, some species of whales can hold their breath for up to an hour. If you aren't sure if the animal is still alive, tell whoever you call to request a rescue team.

When you find a live stranded dolphin, whale or porpoise, the most important thing is to phone for help from a specially trained rescue team. You should do this as quickly as possible. The team will examine the animal and decide whether it can be returned to the sea.

1: Contact the rescue organization: Who to phone in England or Wales

If you are at the coast in England or Wales, then phone either British Divers Marine Life Rescue on 01825 765 546, or The Royal Society for the Prevention of Cruelty to Animals (RSPCA) on 0300 1234 999

Who to phone in Scotland: If you are at the coast in Scotland, then phone either: British Divers Marine Life Rescue on 01825 765 546, or the Scottish Society for Prevention of Cruelty to Animals (SSPCA) on 03000 999 999

Precautions to take near stranded dolphins, whales and porpoises

You should take care since dolphins, whales and porpoises can pass on diseases to people or cause injury, so avoid the whale or dolphin's breath, so that you don't come into contact with any infections that may be harmful to your health. Avoid the animal's teeth and its tail, which can cause serious injuries if the animal moves suddenly because it's distressed. Keep children and pets away from the stranded whale or dolphin.

2: Notify your local coastguard office

You can contact the coastguard by calling the 24-hour Maritime and Coastguard Agency information line on 0870 6006 505. Try and give the rescue team as much information as possible about the animal's location and condition.

3: Give information about the animal's location and condition

If possible, let them know exactly where the animal is; whether it is stranded on the beach, amongst rocks or in the sea; if it's in the shade or direct sunlight; a description of the animal which may help the rescue team to decide what the species is; how many times a minute its blowhole is opening; what the weather and sea conditions are like where the animal is stranded; if any attempts have already been made to push the stranded animal back into the sea and your phone number so that you can be contacted by the rescue team.

If the animal is dead

The whale or dolphin may be dead if it isn't breathing through its blowhole – the animal may also smell badly. If this is the case, you should contact the following organizations and give details of the location of the dead animal. If you are on the coast in:

England, phone the Natural History Museum on 020 7942 5155

Wales, phone Marine Environmental Monitoring on 01348 875 000

Scotland, phone the Scottish Agricultural College, Inverness, on 01463 243 030 (07979 245 893 out of office hours)

You can also call the 24-hour Maritime and Coastguard Agency information line on 0870 600 6505. The coastguard will pass on information about the stranding to the local authority and the Receiver of Wreck, if necessary.

We're On The WEB
www.cqbha.org



Cobb's Quay Berth Holders Association
c/o Cobbs Quay Marina, Woodlands Avenue

**Helping You get
more from the
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