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# HORIZONS

THE COBB'S QUAY BERTH HOLDERS ASSOCIATION  
MAGAZINE

**April 2009**

**Your Very Own Yearly Magazine**

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## "Gibbs buck the trend"

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**Front Cover:** CQBHA Entering the Carrack Roads,  
Falmouth Flounder Cruise, 2008

**Photographer:** Work of Art Marine Images



## EDITORIAL

Here we are again!

Last year was definitely not the best year for the boating fraternity. Yet we made the best of it, some of us going on as many cruises as we could while the diesel was still relatively cheap and others grabbing every available sunny moment just to relax with our favourite past time.

We were all very worried about the diesel situation and the effect it would have on our future boating activities and the marine industry as a whole. Some people even decided to sell their diesel powered boats while, they felt, there was some value still left in them.

As it has turned out we can all look forward to a less expensive than expected boating season this year and, hopefully, a sunnier one. See more of the diesel issue in the magazine.

This first issue of Horizons Magazine was a great success and it's all down to the quality of your articles, the berth holders, with your articles and support. In this issue more of you are coming up with new ideas and we now have a food ideas page and a book review as well as the cruise stories and other articles. I am having so much fun putting this together for you all.

Having fun and laughing is one of the best tonics we can have in our busy lives and you should enjoy some of the funny quips people have given me to slip into this issue

Roger & Marjorie Squires have taken over the cruising organization this year from the formidable duo of Kevin & Linda Butler, who have worked very hard to set the quality of the Cobb's Quay Berth Holders Cruises, that have become a legend among other berth holders associations. We owe Kevin & Linda a great deal of gratitude for giving up a big part of their holidays to make sure we had good ones.

Roger & Marjorie have great organisational skills as well and will be sorting out some great cruises for this year, I'm sure with help from Kevin and Linda. So take a look at the cruise page and get your deposits in early to avoid disappointment.

There seem to be a lot of new boating people in the marina this last six months at Cobb's Quay. 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 will need constant input from you all. Please send me any articles, that you think will bring a smile or help fellow members. 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.

Many thanks, and have a wonderful, safe boating season in 2009!

Pete Hayton

**Editor: Peter Hayton**  
**E-Mail: [editor@cqbha.org](mailto:editor@cqbha.org)**

## CHAIRMAN'S REPORT



Well, I guess you will be reading this amongst the daffodils and on a crisp sunny Spring morning and your mind will drift. Not back to the snow of February I hope! Yes (don't hold your breath) but Summer follows Spring and that means boating!!

You can find the objectives we set ourselves as a Committee on the web site. Our successes for this year have included Cruises – that have mostly gone ahead despite some pretty challenging weather, some key land based events – Boat Jumble, Summer Party, Barn Dance and also training.

Membership has increased by over 40 this year. We have had to manage the transition of web master to Ian Jordan and this has been very successful. Mike Charman – who is our ISP has had a key role in this. The website remains our main communication with members and it is essential you make sure we have your up to date e-mail address for our monthly mailings. We hope you will agree that the website has improved – functionality & information.

We have consulted with you over additional bridge lifts, the Boat House and purchase of additional training resources. It has to be said though that the response for each has been very low.

Finances are watched over carefully by your Committee and, through prudent financial control, we have a sort of a 'war chest' for bridge issues in need. We have subsidised some events – this is likely to increase in 2009 and we have provided a prize for the MDL fishing competition.

Most of you will have seen the moving weather display in the shower block – a joint venture with MDL. This has been embedded over the year.

We have developed the Member Liaison role further with regular monthly e news, photos and MDL notes on the pontoon heads, stronger links with Davis' and an embryonic sailing section.

We have contributed to Childline as a result of the Summer Party auction. A second bridge height indicator is progressing. Membership communication has improved and benefits have been maintained – e.g. discounts on insurance and training.

An important part of the Committee's role is acting in member interests. For instance we have kept you up to date about Red Diesel. With the Twin Sails Bridge we are continuing our link to the Bridge operating Board (BOB) via Jon Eads and acting on other matters such as car parking, bridge height indicator etc. Perhaps most important of all we have sought to build on marina relationships – through meetings with Dave Wilson, pontoon head notices and joint action.

Our 'business plan' for 2009 is :-

### **Purpose**

Bring people together to have a better experience cruising from Cobb's Quay and Davis'.

*“The web site remains our main communication with members and it is essential you make sure we have your up to date e-mail address“*

## Vision

Enabling members to 'Go Further'

## Key Strategies

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

## 2009 Activities

Positively influence the functionality of the second bridge  
 Develop a sailing section  
 Have a positive impact on the use of the Backwater Channel and the Harbour  
 Continue to develop communication with members  
 Continue to develop website content and functionality  
 Ensure the website remains self financing  
 Liaise with MDL to give value add to members enhancing our joint working  
 Continue to develop the financial input from revenue generating activities  
 Use finances prudently to the benefit of all members  
 Drive up membership numbers by 50 during the year  
 Continue to develop a relationship with Davis' Boatyard - office and members  
 Establish and run at least 3 non cruising events to include social and training activities

## Plans for this year

We again have ambitious plans for the year, the core of which is the 2009 Cruise programme. An exciting programme is planned visiting Isle of Wight, Solent, Channel Islands and France amongst other places.

We will push further into arranging training with a diesel engine course, First Aid, funded taster event and specifically CQBHA designed 'new' boater training with Powerboat Training. We also will have member resources available for free hire. Tell us what else you would like ....

We have a range of land based events including the Boat Jumble – (there will be a CQBHA table), Summer Party – most ambitious yet, Fish & Chip Cruise, ABBA tribute night - any more ideas?

Key to this year and beyond will be the Twin Sails Bridge. It seems to be going ahead this year and we will continue to lobby the BOB and try to positively influence the protocols and use of both of the bridges.

The year will see an enhanced role for the pontoon reps – let us know if you can you help? This will be part of our communication strategy which will also include this magazine. So give us your views. As ever we need articles. We will continue with the Monthly e newsletter. Make sure we have your **up to date** e-mail details.

## Summary

During 2008 your Committee has continued to take the Association forward – a tribute to their talent and commitment.  
 Cruising is still at the heart of the Association – for 2009 but beyond?  
 Our developing relationship with MDL has moved into a close working partnership  
 Link with Bridge Operating Board still there but must strengthen to make a difference

As ever please contact me if you would like to make any points or discuss anything.

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

Jonathan Saunders  
 Chair – CQBHA – chairman@cqbha.org

## **RED DIESEL UPDATE— THE CURRENT STATE OF PLAY**

I suppose this is really my 'sign off' on the red diesel reporting. By now you will all be aware of the need to either have an ongoing agreement or confirm on each fill up how much of the fuel will be used for cooking and heating and how much for propulsion.

MDL, Corralls and others are seeking a standing agreement. I expect you will need to confirm to the retailer directly when cruising out of home port.

At least we have some relief with the sensible treatment by HMRC of the application of the tax. You will remember that this all came about because we lost a long standing concession with the EU to have a dispensation for certain uses of diesel – boating being among them.

For a long time it looked like the Government – despite intense lobbying by the RYA and others - including petitions – was going to take the 'lazy' option and apply road tax duty to the whole of the use of (red) diesel. Why they couldn't have declared this as their stance earlier just beats me!

I suppose the final thing to reflect on is that, despite paying pretty much road prices on the propulsion part of the diesel are we getting a road quality product

For another day!

Jonathan Saunders  
Chair – CQBHA – chairman@cqbha.org

*“At least we have  
some relief with  
the sensible  
treatment by  
HMRC of the  
application of the  
tax”*

## **TWIN SAILS BRIDGE UPDATE— THE CURRENT STATE OF PLAY**

Well it looks like it's here. The on off, on off, Twins Sails Bridge giving the second crossing from Poole to Hamworthy looks finally set to go ahead.

For those of you who haven't been following the story I will give a quick catch up (this is how I see it so there may be one or two 'inaccuracies').

The Council are committed to the need for a second crossing to alleviate traffic flow through Poole to Hamworthy generally and the docks in particular. The old bridge is (literally) creaking under the weight of the traffic.

The Council also want to reduce traffic waiting times. When the single bridge is lifted for boats to pass under, traffic has to stop and wait, thus delaying their journeys.

Hence the justification for the need for a second bridge.

The demolition of the old power station gave a 'landing site' for a new bridge and also land to build a large number of new homes – from which funding would be drawn to pay for the bridge (the developers 'social contribution'!!). The remaining funding would come from Government. The delay has been due to the reluctance of the developer to build – and pay – in the current climate, so the local Council have secured a multi million pound loan from the Regional Development Agency.

An inquiry was held to hear objections. Options other than the low lifting bridge at that site were ruled out. Other sites were felt to be too far away. A higher bridge under which most/all boats could pass was ruled out on cost grounds and (not sure if this is true) on the grounds that a cyclist couldn't cycle up it without exerting too much effort.

A small group of members of the Association put a lot of time into preparing detailed papers, doing investigations and speaking at the inquiry. Our case was built on Health and Safety grounds. Essentially it was this :-

The 'basin' – the space between the bridges – has a finite capacity of boats depending



on weather and tide conditions. The plan is to let boats in through one open bridge, close it and then open the other to let them out. Boats not making it into the basin would need to wait an hour for the next lift sequence.

Our concerns were simple. The risk of 'boat rage' – essentially people pushing in to make sure they get

into the basin and secondly the risk of collision whilst manoeuvring in the basin.

The new bridge will span from the old Poole Boat Park pretty much straight across the Backwater Channel. In that gap between the old and new bridge 60 boats will be allowed on a good day (up to F3 and 3 knots of tide from memory). Some boats will tie up 3 deep (?) on piles up against the harbour wall. Factor in small boats passing through and boats trying to keep on station and we were concerned about the risk of damage or injury or worse.

This was a clear part of our submission. The Harbour Master is responsible for the safe passage and has, I would assume, the legal responsibility for Health & Safety.

There is a Bridges Operating Board (BOB) who have so far achieved some additional opening times for the old bridge and this is welcome. They met during late February and they now have more short term responsibilities with the agreement to the build.

It looks like building will start in Autumn and that there will be little or no disruption to marine traffic. Our link to a member of the BOB is Jon Eads who is the MD of MDL's Marina Division. His interests are, of course, similar to our own and he is keeping me informed about activity and taking our views to the Board.

We will keep you up to date on the web site and in our monthly mailings. Please let me know if you want to raise any issues.

Jonathan Saunders  
Chair – CQBHA – [chairman@cqbha.org](mailto:chairman@cqbha.org)

*“.....boats trying to keep on station and we were concerned about the risk of damage or injury or worse.”*

## You're Not Alone Sailor

"Why such long face John?" asked the other seaman.

"I don't know," said John "maybe it's just that we have been at sea for so long and I'm so depressed I can't seem to do anything right. Most of the time I feel so alone and useless!"

Smiling and nodding in an understanding way, the other seaman said, "John, I don't know if this helps but let me assure you; you are not alone.

Most of us on the ship feel you're useless too."



**An interview with  
Dave Wilson,  
Marina Manager  
Cobb's Quay,  
conducted by  
Peter Hayton**

*"It was so dangerous;  
you look back at it now  
and think, how on  
earth was that allowed  
to happen."*

## THE OTHER SIDE OF OUR MARINA MANAGER

*Dave I know you've always been involved in waterborne activities. Can you tell me how you first became interested in the water and do you live locally?*

Well Pete, I live at Hythe now but I started life just up the road at Mudeford and I'm the son of a commercial fisherman who's fished for some forty five years. When I was nine my father bought me my first boat, which was an old Poole canoe with an old Silver Century outboard engine, from which I used to fish. At the age of nine I was the crew on the Mudeford motor ferry and when I was twelve I was actually allowed to take up to twelve passengers on the ferry myself from Mudeford Quay to Hengistbury Head and back. Of course anyone who knows the run at Mudeford Quay will know how treacherous a stretch of water it is. I think that was where I certainly learnt to respect the water because I fell into the run on two occasions.

*Hopefully the tide was coming into the harbour?*

Oh on both occasions, I was jumping off boats onto the quay with a lot of sloshing about. I've been in the run enough times to realise that it's not a good place to fall in.

*You're obviously a good swimmer then?*

Not the first time, but I was rescued by a very nice man called Bill Foster and by the time we got out of the water we were down by Avon beach. That's when I decided it was about time I learnt to swim. That's where my roots are.

*You've always been involved with the water, I suppose as long as the water's near by you're happy?*

Yes, I even had a year when I did the rowing ferry across the Mudeford run. I was fifteen when I helped Mike Parker, who's still alive. I'm sure there are some of our older berth holders that will remember that old punt that rowed across, well I rowed across every single day for a complete summer.

*That took some doing, you must have been fit?*

It was so dangerous; you look back at it now and think, how on earth was that allowed to happen. We used to pile on, no health and safety and cross seven knots of tide going out. We would row this punt, with twelve, or even sometimes fourteen people if there were smaller kids, across the run but in those days it was just a job for a few bob.

*What did you think you would do, at that time, for a living?*

Well what happened of course, I went through school always thinking that I was going to be a fisherman and to be honest with you I would skive off school and go fishing. I didn't take much interest in lessons because that was what I was going to do. But then, three weeks before I left school, I fell out with my father and thought "there's no way I could go and work with him" so I went to Bournemouth and joined the Army.

*That was a change of plan!*

It certainly was. I joined because I wanted to join the small boat arm of the Army which was based at Marchwood military port.

*So still leaning towards the water, you didn't fancy the Navy then?*

Yes I actually joined the Navy first, I walked into the Navy office, joined the Navy, did the test, which you have to do in two hours and they paid me two pounds for my days pay and my effort. As I left the Navy office and walked past the Army office, I saw the small boats in the window and thought to myself "I'm never going to drive a big ship on my own, so I'll



just see what these little boats are all about". So I went in the Army office and I did exactly the same test. Of course I had a pre-run of what it was all about, having just done the Navy test and decided I wanted to be on the small boats.

*Was this all in the same day?*

Yes, two jobs all in the same day. I went back and told the Navy I'd decided to join the Army and jacked the Navy in and went and did my training, as a sixteen year old down in Taunton. When I was eighteen I got transferred back to Marchwood military port, where I started at the bottom.

*What was your first job at Marchwood?*

I was a stevedore. I was responsible for lashing all the vehicles on the ship but soon realised this was hard work and so became a plant operator, specialising in fork-lifts and cranes. When I was nineteen, I was promoted to Lance Corporal. For some reason I seemed to excel in operating machinery and organising people. I was lucky enough to gain early promotion to Sergeant at the early age of twenty-two. As a result of this early promotion I was made detachment commander, which basically meant I travelled with the Royal Fleet Auxiliary (RFA) all over the world, unloading cargo and equipment.



**Dave and Crew**

*So you were actually on the ships like the Galahad?*

Yes, the Galahad and the ships like her. I sailed the world with them and I suppose the height of my achievement at Marchwood was in 1990/91, when I sailed on the Tristan to the first Gulf War. We were the very first troops to sail to the Gulf War 1 and I was made the port liaison officer for Al Jubail port, off-loading one hundred and fifty-six ships, which was the number of ships the British Government took up from trade (STUFT). I used a motorbike to run around the port supervising the unloading and organisation of the cargo, equipment and vehicles. In the last four years of my time in the Army I was the port manager of Marchwood military port, which was basically head of operations and running the port in regards of all shipping.



**Unloading the very first tank in Gulf War 1**

*You'd reach the peak then?*

I suppose so, I was made Warrant Officer One when I was thirty four, normally you get WO1 in your last two years but I got it earlier. I ran the port, loved the job, a great job. I was given the opportunity, if I wanted it, to go for a commission in my last year, but took the decision to leave the Army. I had a vision of how the Army was going to go, it was being run by account managers and budget managers and I didn't want to be accountable. I'd had a good 24 years and it was time to move on.



**My Trusty Motorbike**

*There was a bit of a rebel in you then?*

Yes, I decided I was going to take my gratuity and look for something new and that's when MDL came along. I applied for a job to become the manager of Hamble Point Marine. Hamble Point was the largest lifting operation in the UK and as I'd just spent twenty-two years lifting stuff on and off ships, I my lifting experience was one of the things that put me head and shoulders above everybody else.

*And really, what you were lifting was small fry compared to what you had been lifting before I suppose?*

Oh yes, in my later days with the Army I was responsible for designing lifting gear to lift out of gage pieces of equipment.



**Lifting off a Landing Craft**

*MDL must have had all the confidence in knowing that they had a real lifting specialist?*

Well I was sent all over the world by the Army as the senior port operations officer to supervise difficult lifts and anything that was out of the normal. It's what I enjoyed doing.

*So the more difficult, the more challenging it was then?*

*“...they were lying on the deck in the cockpit, in no state to control the boat and severely dehydrated”*

Yes and certainly now at Hamble Point, for the first time, I had to be accountable for earning money, where as before I was only responsible for spending it. I basically bought what was needed without having to budget, so that was the biggest shock, and challenge, making my first budget for MDL and sticking to it.

*I'm sure you did well. How long were you at Hamble Point?*

I did two years at Hamble Point and then a position came up for Hythe Marina. What I would add is whilst I was at Hamble Point I used to go every single day to work in a rib; I went from Calshot to Hamble Point every day, regardless of what the weather was.

*Were you living at Calshot?*

No I was living at Hythe, it took me an hour to get to Hamble Point by car so I bought a little Rib Tec rib and parked it at Calshot Spit on a trailer. I used to launch it, using an old tractor that I bought off MDL, that they were going to dispose of. I launched the trailer with the rib on it every day, in a suit, without getting wet. It didn't matter what the weather was, I would launch it and retrieve it in all conditions. People would come down to watch me recover this rib, it was just like clockwork doing it every single day. If it was thick fog, I used to go to the channel. Bear in mind all I had was a hand bearing compass, so I went to the channel and kept an ear out for the sound of any Red Funnel Ferries and then shoot across to Hamble Point. If it was a really rough day I would go and play in the Solent for fifteen or twenty minutes before going to work.

*You obviously enjoyed playing on the water?*

Actually there is something I've missed out and that is my RNLI connection. My father was on the crew of the Mudeford lifeboat which, in 1974, consisted of all fishermen. There was no one else to do the lifeboat - it was either the fishermen or their sons. So, at fourteen, I was recruited on to the Mudeford lifeboat crew, but I wasn't allowed to go to sea.

*So what were your duties if you weren't allowed to go to sea?*

Well, I used to help with cleaning the place up, and I did go on the lifeboat exercises, but wasn't allowed to go out on a shout. After good training and then when I was sixteen, I was ready to go on a shout.

*You'd learnt to swim by then?*

Yes.....*little chuckle*.....I spent fourteen years on the lifeboat crew, even when I joined the Army. I used come back on weekends and holidays and kept my membership of the crew going. I used to go out on shouts and loved every minute of it.

*Were there any shouts that you particularly remember or made the news?*

Personally I had some pretty hairy shouts, because mostly in those days we had D class lifeboats, which, basically was only an Avon dinghy. We then progressed to an Atlantic twenty-one and went out in some pretty serious weather. I think one of the most memorable shouts I went out on was to a yacht on the back of the Christchurch ledge, that was reported to be out of control with nobody seen onboard the boat. Because I was the youngest on the crew, the old and bold said "well Dave this one's for you" and I had to board the yacht. This was in a force seven to eight and everything was sliding about all over the place. I was thinking that the crew had gone over the side, but actually both the crew were so sick, they were lying on the deck in the cockpit, in no state to control the boat and severely dehydrated. They just didn't know where they were. We had to get the helicopter to lift them off because they were in a really poor state. That's the first time I'd set foot on a yacht.

I left Mudeford Lifeboat crew because it became too difficult for family reasons. I then moved to Hythe in 1993 and did a Day Skippers course in a college, where the instructor at the time was the coxswain of the Calshot lifeboat. One day he said to me "Dave, you've obviously got a lot of seamanship knowledge by the work that you're doing, why are you here?" So I said I need the tickets really and he said "we're crying out for people like you on the lifeboat". I said that I'd done all that with fourteen years on the Mudeford lifeboat and left it at that. Four years later I bumped into him again and he said that "they were still crying out for people just like you, we just don't have enough crew". So I decided to join Calshot lifeboat crew and within twelve months I was made second coxswain, making me the senior coxswain from the volunteer crew, which I did for six years.



**Calshot Lifeboat in The Solent**

*That's a lot bigger lifeboat isn't it?*

Yes, that's a fifty-two foot Aaron. I was full time coxswain for twelve months on my own, because the full time coxswain was off sick. So I was running Hamble Point Marina and Calshot lifeboat at the same time, that was hard.

*I must say Dave it does show the amount of commitment you have when you believe in something as strongly as you do. It takes a special type of person to go out and save lives and forget the danger to themselves. How did it affect your family?*

It was difficult, but it was the most rewarding thing I've ever done, but the effect it was having on my family was bad. I wasn't spending any time with them while I was working seventy hours a week running two marinas for MDL. I ran Hythe and Ocean Village and then I was running Hythe and Cobb's Quay. It got to the point that I made the decision when I first came to Cobb's Quay, in March 2007 that I was going to jack it in.

*Dave is that right, that you were running Hythe marina and Ocean Village while you were still coxswain of the Calshot lifeboat?*

Correct, it was getting the balance right and of course I had so much support from MDL when I was on the lifeboat crew. Having a marina manager that was in charge of a fifty two foot Aaron in the Solent, which is one of the busiest waterways in the world, brought so much credibility to my position that MDL let me do what I wanted to do with the RNLI. On many occasions I would not be there, and on some days I would not be there for twelve to fourteen hours while I was out on a search.

*So can I assume that all the skills you got at Marchwood looking after and running the port has helped you have good staff at MDL backing you up when you did that?*

Yes indeed, I think any manager, realistically, is only as good as the staff he has employed or has inherited. It's taken a bit of time to bring some of the staff round to my way of thinking. For example, when I first came to Cobb's Quay the staff were a little apprehensive of me coming here, having been working with the last manager for ten years.

*Dave, I think to some extent Cobb's needed a "people" person that would help people get the best from the marina and I think that's what you've achieved.*

Yes I think one of the best things about this job is that I'm not tied to this desk. I can be tied to this desk if I want to be, just look at the paperwork today - but I enjoy being a marina manager. I've had my career in the Army, so I don't look at this as a career. I don't want to be anyone else, or a director, I'm just really happy doing a good job. If I go out and check on a boat or help a customer move his boat or train him for an hour on his boat, then I can do that.

*So Dave where do you see things going in the future, you personally and the marina?*

I will finish my working days running marinas, ideally with MDL because MDL are a very good employer to work for; I like to think I've got ten or so years left before I retire.

Where's the marina going? I think it's in safe hands. MDL are very committed to the marina and I would suggest that nothing will be done to the marina until the bridge has been built and we actually know the shape of our customer base going forward. I am investing in some new equipment for the yard to try and get more capacity for bringing boats out at any one time, so that people can work on their boats. The marina is up to a good standard with people who have left and come back being surprised at how well it has changed for the better. I certainly hope the atmosphere has changed especially with some of the protocols in regard to the staff and customers. We are committed to working closely with the Berth Holders committee and I think we've had a lot of fun together over the last couple of years. I just want to enjoy working with the Berth Holders and help them get the best from the marina.

*Thank You Dave for your frankness and honesty, giving me your valuable time and telling us your story, I'm sure our berth holders will feel they know you a little bit better and that the marina is in very capable and caring hands.*

*Interview by Peter Hayton*

*"I think any manager, realistically, is only as good as the staff he has employed or has inherited"*



## THIS HAS BEEN THE WORST BOATING SEASON EVER!!!

After last year's title "Has this been the worst boating season ever" the answer is a resounding - **No this year has!**

With the Summer never materialising, other than one glorious weekend and the odd day midweek, this season for most, although enjoyable, has been a little depressing to say the least. High winds, unsettled unpredictable weather was the norm, many forecasts were to say at least confusing if not misleading.

The knowledge that this year might be the last to go that extra mile before the fuel duty hike spurred many on, including our own association, to try that long distant goal on the SW coast. We had been thwarted before, so we had our fingers well and truly crossed for this year's attempt.

As our last Association season as organisers started, we began on a low, cancelling our first trip to Ocean Village at Easter, my thoughts like many were, well its early so it's bound to get better! How wrong we would be.

Our next cruise was to Island Harbour, the first Bank holiday in May. We had a full cruise of 30 boats - all we needed was the weather. The weather was kind and we duly turned up en masse, taking over a whole pontoon once through the lock in sunshine.

The fleet looked good, both big and small together. We had a pontoon party where everyone could join in, bring a bottle and nibbles and enjoy the weather and company.

Sunday saw the birthday of a good friend Peter Hayton, known to all from Work of Art. Being of an age so to speak, there were a few T-shirts about with some not so subtle remarks of ageism. Jo and Lyn, friends from Poole, travelled by car and as you can guess a birthday party took place, in the newly finished Bistro at Island Harbour. If ever you get the chance to sample the menu do, it is fantastic, something that befits a marina and its captive clientele.



Other than two boats limping back to Poole with problems, the main fleet made it back after an enjoyable Bank Holiday weekend. Now everyone was looking forward to the next cruise, the season had now started.

The end of May saw a change of tack for our cruising at the Bank Holiday weekend. In the past it has just been a three day cruise, this year we extended it to nine days over the school holidays. This I think proved to be a great decision, as we made a good call on a small weather window to get there and benefitted from a great week of sunshine, good seas and great company. Those with smaller boats that made the crossing



*"We had a pontoon party where everyone could join in, bring a bottle and nibbles and enjoy the weather and company"*

have smiles to match their achievement - well done. I laid on a Monaco extravaganza of hill climbing which kept the men happy and of course the retail therapy kept our other halves happy. With the added benefit of cheap travel by bus, everyone had time to explore one of our favourite destinations, Guernsey. Because of our numerous visits to the island over the years, we were sponsored by Boatworks Ltd to attend the Castle Coronet for a Vin de Honour, where the First Minister welcomed us and thanked us for our continued support of the island. He also apologised for the cost of fuel, which at present contained an element of Road Fund Duty in its basic price. If all goes to plan this will be removed for 2009 for boats, so we believe the price will encourage boaters to explore this fascinating island and benefit from the savings. We would like to thank Boatworks Ltd for sponsoring our visit to the castle. Thank you for all your assistance over the years.



Are return home was met with surprise of the good weather we had experienced but as you will see we did have a great time with great weather, great company and of course great seas.

The next trip up was the First Time Channel Crossing to Cherbourg, very popular this year with an expected fleet of 23 boats, 11 of these were totally new to Channel Crossings. Again we were defeated by the weather. This cruise would be reinstated later in the season, but alas this too became a victim of the weather.

Next years cruising events will, I am sure, include a First Time Channel Crossing, where both new and experienced crews will once again be welcome.



With the season flying by together with bad weather, our New Members cruise approached to Port Hamble, the middle of the three MDL marinas on the river.

Our view has always been to use this marina as it opens up the Solent and all the other MDL marinas to boats when they make this journey. This year was no exception. We had a lot of new members, in both big and small craft. For some this was their first experience outside of the harbour, and others had never ventured past Bournemouth pier. With 20 boats in total, it is hard to keep tags on everyone, but we all arrived safely. This for many is the first time they have used their radio for communication, all a bonus and an experience for all. I would also like at this stage to thank Paul Glatzel and Powerboat Training UK, who assisted with our cruise by supplying a rib as a safety vessel to accompany us on both the outward and especially the return leg, as the fleet was extremely spread out over the length of the Solent.

Being a new members cruise, a pontoon party seemed a must, so we all gathered on a pontoon where the majority of our boats were moored, so everyone could meet new people and socialise. Our departure Sunday midday was a little disjointed, and we have identified this for the future so as the fleet remains, together as safety is in numbers and cruising in company should be just that.

The penultimate cruise for the season was our Falmouth Flounder, true to name to say the least. We left on probably the best weekend of the year, in flat oily seas bound for Brixham. Only other boat washes kept us company as we sped down across the bay direct to Brixham. Once there, we refuelled and then

*“flat mirror like seas,  
dolphins and seals for  
company a photo call at  
Eddystone”*



moored on the events pontoon, bathed in the midday sun. Boating that day was how it should be, indeed the weather for the next 4 days was scheduled to be just like this! Sunday came, our departure planned to take us via the Eddystone light, before passing on directly to Falmouth. Glorious, glorious was the call, flat mirror-like seas, dolphins and seals for company. A photo call at the Eddystone lighthouse was planned and took place. Onwards west, we went the furthest west the Association has been. There is a difference down there and it was quite a shock. We had a boat with engine trouble and whilst trying to assist and find out vital information, we were continually keyed over on the radio by fishermen, who obviously own channel 6, we had been told in no uncertain terms to get off the air! I decided to contact the Coastguard about the incident on channel 16, and made an official complaint, which seemed to be the answer, as Channel 6 then



became available for all to use. Unfortunately we had lost one of our boats back to Poole, a long journey at 6-8 knots but they made it and I was so sorry that we had lost them, I am sure you will get to that goal of yours eventually.

Not to be out done by the fishermen our arrival in Falmouth and at the fuel barge was again littered with profanity. Only when

*“so a little time to chill  
out before Jane and  
Roberts customary  
Pimm’s on the pontoon ”*

my daughter was seen did this subside, followed by a polite apology. It must be the water in the West in makes them mad.

As all good trips, once again I had planned Dragon boat racing for our arrival and an audience of hundreds to watch our mooring skills (No pressure). Bathed in sunshine and rafted in groups, we waited for the racing to finish before scattering to various points on the marina.

To our rear was a £20million super yacht with a crew of 9 and various other expensive two and three masted yachts. We all had a chance to dream. The Marina manager Mark was on hand to assist, and is the most helpful person. His dog is amazing, get a fishing rod out and you have a friend for life.



Liza Minelli & Mrs. Doubtfire

It was then that our trip hit what can only be described as a bolt from the blue. The weather had in 12 hours changed to wet, wet, wet, windy, windy, windy, from 4 settled days, we were down to one! We had time to enjoy the central location of Port Pendennis to the town and I think everyone ventured into Trago Mills. The Castle was on the hilltop and the beach restaurant the other side of the hill was fantastic. If you get there explore, it is a rugged coastline, as the delivery driver of the Sealine F37 found out at Zone Point!! But it is well worth the time and effort to go West. With the cruise now renamed the 5 Degree Wet



West Cruise, we waited for the weather to turn. We were gambling on small windows to move - each leg was about 40 miles, so about two hours were required each time. The weather continued to hold us up, eventually we moved to Plymouth on the Saturday, a day late but in time to attend Queen Anne Battery's Berth Holder's Association party. They only have 20 or so boats in their association compared to our own, but everyone has to start somewhere so we swelled their numbers for the hog roast laid on by MDL Queen Ann Battery. Our formal invitation to join them from the manager was a fantastic gesture. Thank you for the invitation, we enjoyed the company, and look forward to watching your association grow.

That night saw our possible only window for our themed party which this year was Hollywood at the Hoe, with everyone dressed to thrill, we had our party on the pontoon. It was a great sight, with the weather closing in early that night, we left to go to the bar in fancy dress. There was a marquee on the hard, so after a little persuasion we gate crashed the Royal Plymouth Yacht Club in fancy dress, the band were overjoyed to see Scooby Doo and his mates arrive. We danced the night away with some strange looks from our yachting cousins. When I was pointed out as the organiser I swallowed hard !! But we made the night for the band and we will now take credit for all fancy dress events that are held in the Plymouth Yacht Club. The ultimate party venue gate crashed as power boaters, one for the hall of fame and scrapbook!!



Robert, Mr. Pimms himself

Several more wet days followed, an aborted departure to the Dart, before we finally made it to Torquay for only one night, a chance for Bob Splosh (Mike Brine) to reflect on making us all run up the pontoon, including the marina manager, just to pull him out of the water, because it was there! Our arrival was met by a reception of goodies from Torquay marina delivered by the marina manager, (thank you), an evening meal at the Royal Torbay Yacht Club which finished off the day, before we wandered back to Poole a day early to reminisce on the huge seas, wet weather and great time we had all enjoyed.

With only Weymouth left to complete this year's cruises, we were greeted initially by the thought of high winds and rough seas. Our thoughts turned to coach travel and the costs involved however the weather did get better at least for the run down. As usual I had laid on entertainment for the journey down - the Cowes to Torquay powerboat race. Its course had run into the headlands, before shooting off to Torquay. At times we were able to offer coffee to the boat crews as they were so close as they rushed past. We arrived in good time for the bridge, some of the smaller boats getting under and filling up the space as per the agreed berthing plan. Peter Marshall was there to assist calling the boats in numbered order to get all accommodated in the visitors square. The weather was reasonable but then we had little to compare it with this year. The Dinner and disco was set as usual for the Sunday evening, so a little time to chill out before Jane and Robert's customary Pimms on the pontoon, before the walk to the Prince Regent Hotel. Weymouth also laid on a celebration for the handover of the Olympics, superstars were in demand and one of our own members made it on national television, I told Paul from "Bartman" I wouldn't tell anyone, so please don't ask for his autograph when you see him next!

Thank you to all the boat crews that travelled by car to this great venue and the other boats that travelled outside of the main group, we always appreciate your support. Monday saw the return leg of the cruise to Poole, in a less than perfect sea. It was not the most comfortable of rides home, but everyone got back safely.

Our thanks to everyone who has supported the Association, and especially Linda and I over the last six years as cruising secretaries. We have had some memorable times in great venues and met some great people, who have helped to make cruising in company a pleasure. We know you will continue to support the Association and Roger who is taking over the cruising secretary's role in 2009.

We look forward to seeing you on the Association's cruises next year, if not on the pontoon.

Kevin & Linda Butler, Cruising Secretaries, C.Q.B.H.A



**The Awesome Warrior**  
Launched 1860

## PORTSMOUTH HISTORIC DOCK YARD VISIT

FEBRUARY 12<sup>TH</sup> 2008.

### THE WARRIOR

Saturday morning at Cobb's Quay, 12 of us piled into a mini-bus

and set off to Portsmouth's Historic dockyards for a fun day out, beautifully driven by LP, our chain ganged driver for the day. It was a grey day but far better than it was this year, no snow for a start! With all the chatting it took no time at all to reach Portsmouth, it felt like one of our school outings, everybody talking and laughing. Come to think of it, I don't think I'd been to the dockyards since my school days when I remember visiting the Victory. The Mary Rose was still on the bottom of the sea and the Warrior was a rotting hulk. So there was something different to see! I was really amazed how it had all changed, so much more, here was us thinking we'd see it all in one day and bought a full ticket to see the lot.



**HMS Warrior in all its Glory**

How mistaken we were. It was well after lunch before we'd even got off the Warrior and on to the Mary Rose. I'm not surprised though, the Warrior is a fascinating ship. Huge by the Victorian standards and so well armed that its mere presence was enough to stop any trouble. It was really a flag ship for the Victorians to wander the world showing off its sea supremacy. The Warrior was very fast for all its bulk and size, being able to attain 14.5 knots on steam power and 13 knots under sail. A duel fuel boat of the 1860's with a top speed of 17.5 knots.

#### The Warrior Facts & Figures

##### **Overall Length**

418 feet (128 metres)

##### **Beam**

58 feet (18 metres)

##### **Draught**

26 feet (8 metres)

##### **Armament**

26 muzzle-loading

68 pounders (31kgs)

10 breech-loading

110 pounders (50kgs)

##### **Crew**

42 Officers

3 Warrant Officers

455 Seamen & Boys

3 Royal Marine Officers

6 Royal Marine NCOs

118 Royal Marine Artillerymen

2 Chief Engineers

66 Stokers and Trimmers

##### **Total Complement**

705 Men and Boys



**The Two Steam Engines**

What really surprised me was the engines that drove the propeller shaft. Just the two single cylinder steam engines, very simple but extremely efficient, charged by a double string of boilers and a very efficient coal delivery system.



**The Warrior's Boiler Room**

The gun crew's accommodation was bunks beside their guns and a table between that could be raised to the roof when battle stations were called, rather crude but very well organized.



**The Gun Deck showing the gun crew's quarters**

The officers on the other hand had very nice, individual cabins and ate in beautiful state dining areas.



**The Officers Dining Area**

There was a very large armaments deck, with both

musket and breach loading rifles, pistols and swords, and the lower decks had large amounts of explosives and shells ready for action. It's a good job the ship was made of steel, one good shot amongst that lot and the Victorians would have had a lot more than egg on their faces.

If this all sounds a bit boring to you, I have to say that the ladies were as interested as the men, possibly because of the handsome men in period naval uniforms walking around the lower decks, knowledgeably passing out historical information about the ship, if they were asked, or just posing in front of the cameras with the ladies on their arm, all very grand and Victorian.



**Anne with the Captain and Gentleman**

Honestly though, you really should visit these dockyards. They are a wealth of naval history, covering several centuries of the finest Britain had on the high seas and your ticket lasts a year so if you don't get round all the attractions you can come back at no extra cost. The real beauty for us boaters is that we can stay at Hasler Marina and just pop across the water for a visit.

## THE MARY ROSE



Anne Boleyn and Henry VIII

Anyway on to the Mary Rose, I can remember watching this famous ship being raised from the sea bed all those years ago and remember them saying how long it would take for it to be ready for viewing by the public. They certainly weren't wrong about that, all these years later and it's still covered in a shroud of very fine, preserving mist. The artifacts in the museum on the other hand have been very well preserved indeed. It will take you ages to get round this museum with all its lifelike areas to help you to feel the period of time these sailors lived in.



Mike checking the Gun sights

I was particularly interested in the infirmary, well that's what they called it. Can you imagine a small room, smaller than a single box-room, with a ceiling height of 1.6 meters and a dim lantern to allow the surgeon to patch up wounded sailors and gun crew with crude implements. Unbelievable, but life was cheap then, no health and safety!!

The one thing that I realized when we were being fascinated by all this history was how lucky and advanced we are these days when on the high seas. I found myself imagining Anne and me buzzing round these ships at 27 knots, Anne taking photos from every angle and smiled to myself thinking what fun it would have been watching the gunners trying to train their guns on us with all the maneuverability that our modern vessels have. I wondered also if they might be camera shy, but then again they wouldn't have known they were camera shy would they? What's a camera after all!! Amazing how the mind wanders when you're amongst all this history.



HMS Victory

Yacht Masters eat your heart out, these guys really knew their stuff. Imagine how quick they must have had to move to get the sheets down if a gale blew up, and we all know how quick that can happen. All you can do is look and marvel at the skill that these sailors must have had, especially in battle when there isn't too much time to think. And all in very tight conditions.

Between the Mary Rose Museum and the Hall, where the hull is kept, you wander past the Victory, Nelson's Flag Ship. Looking up at all that rigging, it went through my mind Anne's comment when I mentioned about getting a yacht, "I can't be doing with all those ropes and things" and wondered how on earth the sailors of Nelson's time knew which one to pull.



The Mary Rose hull from the inside amidships



The Mary Rose hull from the stern



The Mary Rose looking down onto the stern

When you enter the Mary Rose Ship's Hall, it really is awesome looking down at the inside of a ship that sank all those years ago. All the preservation and history is very well explained on the headsets and boards around the huge hall. You can take all the time you need to gaze at the ship and take photos. It really is a relaxed atmosphere and again your mind can wander back to the times that the ship sank in front of the King himself. I can barely imagine how he must have felt, it's bad enough when you find your dinghy has partially deflated when you want to use it, let alone your whole ship (your best one at that) plopping over and plunging below the waves.

All jokes aside this really was one of the most memorable days out that we've ever had. I only wish we'd had enough time to see the Victory properly, the modern "old" warships and the museums for modern warfare. But we had good company, saw fascinating ships, that make you feel really proud to be British and a great ride home listening to everybody relating things that had caught their interest, and we were happy in the knowledge that we could come back to see the rest another day.

I must congratulate Mike Brine and Clive Snow for the idea and organization and I hope they do a repeat trip, so that more people can soak up the British naval history that we are so well known for around the world.



Old Destroyer in Dry Dock

## The Guernsey Gallop 24th May 2008.

### Subtitled "Will We Won't We"

Buying our Regal 2665 (Minty) back in 2005 was the best thing we have done in years and since then we had always thought that one day we would love to cross the channel under our own steam/diesel. So when the cruising fixture list for 2008 was first unveiled we promptly sent off our booking form to Kevin & Linda Butler, the cruising secretaries. Well, to our delight we had been accepted, this was surprise to us because being just a 27ft boat with a huge bathing platform making 29ft 2in, we had thought we were too small to go.

The preceding weeks were spent gathering all the legal paperwork up together, buying courtesy flags etc. This was for our friends the French, as we were due to visit Dielette on route to Guernsey and Cherbourg on our return home.

With a week to go all the attention was centred on weather forecasts. It was not looking good at all and come Friday 23<sup>rd</sup> we received the dreaded e-mail saying, "trip postponed" with a meeting on the Saturday to discuss the options. At that meeting, with the wind blowing everybody about, Kevin announced that there maybe a small window on Sunday morning but, if not, Haslar marina could take us on the Monday, so there could be light at the end of the tunnel? Kevin also told us that as the French fishermen were blockading the ports, the trip to Guernsey would be a straight crossing and we would be unable to go to Dielette as originally planned.

As I understand there were originally 21 boats due to travel, that was down to 17 on the Sunday morning as the boat crews began to gather. It was a very grey start to the day and I thought it would be bad news and that the trip was off.

*"Kevin also told us that  
as the French fisherman  
were blockading the  
port*



Kevin stood up and (I believe) all of us were shocked when he said there was a very small window opening up mid morning and closing again that afternoon, so he proposed we go. Kevin then said "any questions", I put my hand up and said as we (Minty) were one of the little ones going, would that be okay for us? "Yes, I believe you will be okay, I would not say if I did not think so" said Kevin. At that point no other questions were asked. If they were, I did not

hear them as I was rushing back to get Christine out of bed.

I remember feeling both excited and a little apprehensive that we were off. "Girl Fisher" & "R Plaise" were thrown out first on the 9.30am bridge lift to see if they survive the first hour, (Richard & Doreen are used to this apparently), then the second wave (no pun intended) would follow them if all was okay.

Kevin and Linda carried the radio checks out on the remaining boats travelling and the boats were diminishing by the radio check. Apart from the two fish we had

thrown out earlier only 9 boats remained. They were "Reality - Lamados - Tyrone Venturer - Distraction - Wildest Dream - Laughing Water - Sanibel - Out of the Blue and ourselves Minty. We gathered out by Old Harry and it was OFF.

The first 20 miles or so everything was going well, Reality led a line of 7 boats with Lamados & Wildest Dream about 100 metres off our port beam. The swell began to build up and at half way we stopped for a comfort break. It was then you started to feel the swell, but after a quick wee and drink of water we were off again. At this point Christine said "I'll give Kevin a Bit \*\*\*\*\* Lumpy when we get there".

Kevin radioed to me to take the lead but it was a tad too lumpy for our boat so Kevin took the bull by the horns and off he went again. Jon (Wildest Dream) must of heard our chat and after a quick word with Kevin he took the lead. Wildest Dream flattened out the English Channel for the next 20 miles and now there were 6 of us in line.

As land was spotted (French coast & Alderney Island) the sun came out, the sky was blue as blue and the sea became slight. We came up to Girl Fisher and R - Plaiice passing them on our starboard side, we then had the best cruise down to Guernsey from there, glorious.



On our arrival we were ferried to the waiting pontoons and once moored up, most of us congregated on Wildest Dream for wine, tiffin, discuss the trip and thank Kevin for his "GOOD CALL" to make the trip. All agreed, and we settled down to wait for the sill to open up.

Monday started wet and blustery as we all moored two by two, as in Noah's Ark style, to the fuel pontoon to fill up. This was complete by midday and then the sun came out for the afternoon.

Kevin had arranged the Motor Sport Guernsey hill climb to combine with our visit to the Island for the afternoon, which was very kind and very warm in the sun.

The rest of the week we all seemed to chill out in the sun. I know I keep mentioning the sun, but it did shine for nearly all the week, apart from night time obviously.

A cracking ½ price meal was arranged at Christies by Linda & Kevin, which was attended by everyone and which I believe was thoroughly enjoyed by all, thanks once again to the Butlers.

The Guernsey tourism event held in the castle was very nice but it turned out to be a case of "Where is the Cheese?" The wine was evident but lack of nibbles cheese had the crews scurrying around for morsels of food. Hunger then kicked in and we gradually made our way back to the pontoon, after which (Lamados) Robin & Teresa hastily organised a walk to the Elvis bar for Karaoke, Teresa & Christine sung a duet but were out done by Garnet & Sophie (Tyrone Venturer). Next morning they seemed to the last ones to show face on the pontoon.

Unfortunately Saturday was upon us and thoughts of packing and stowing away turned into reality as we awoke. So it was breakfast and a last minute look around ready for the skippers meeting at midday.

*"Jon (Wildest Dream)  
must of heard our chat  
and after a quick word  
with Kevin he took the  
lead"*

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

At the meeting Kevin advised us a touch of fog may occur on our return, so he advised us of a convoy of 9 boats, the boats with radar at the front, middle and the rear. Once again Girl Fisher and R - Plaice would set the pace and leave 30 minutes before the main bunch.

There is not a lot I can say about the return journey except everyone followed Kevin's plan to the letter. No one deviated from it, the crossing was as calm as a mill pond and when we stopped for a wee half way across, it was magical, even spooky. With visibility at about 3 to 4 miles, the large tankers seem to just glide through the water with no noise. It was a superb crossing and as Durlston Head loomed into view, Lamados pulled off to the port side and took a few photos of the convoy as we approached Old Harry and that was the end of a fantastic week.



If you have yet to venture out with the CQBHA cruises, we would thoroughly recommend it. With the professionalism shown by Kevin & the committee members, it gives you confidence with your own boat and feel you get the best out of boating.

Once again, thanks to all of the crews who attended this cruise and making our week away memorable. I think I can speak for all the boat crews when I say a big thanks to Kevin & Linda for the great time had by all.

*Christine & Brian. Minty, A Pontoon*



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# Emergence-Ski



## To all our supporters

It is with great personal disappointment I have to inform our supporters that after an emergency team meeting it was unanimously agreed that we would be cancelling the planned challenge of jet skiing around the UK. The economic downturn and the rising cost of fuel have contributed to us making this decision and we felt we could no longer morally justify the cost of the fuel, compared to the amount of monies we would be raising for ChildLine. Also, unfortunately, we have just heard that one of our significant sponsors has had to withdraw their support, which resulted in the loss of our pitch at our largest fundraising event at the Boat Show. This is where we had planned to launch the National Raffle for one of the jet skis and raise the monies to cover our resource costs, together with promoting ChildLine and our main sponsors.

We have been severely affected by the unforeseen economic downturn throughout the past few months, but until this time felt we could see the project through to a successful conclusion, but now it is ethically correct to make this very hard decision.

We were very close to achieving a project that was initiated for all the right reasons and we have taken heart from the fact that we have promoted the work of ChildLine, raised a few thousand pounds for this very worthy cause and will continue to complete any outstanding commitments in the same professional manner.

May I thank all who have supported us in our efforts to raise funds for ChildLine through Emergence-SKI, a particular thank you to all our sponsors who helped us get so close to our goal.

Sue Baker  
Project Manager

*“Raised an amazing £3026.03 which could fund the training of a volunteer counsellor”*

## A comment from ChildLine

"We cannot thank the Emergence-SKI team enough for all the fantastic support and dedication they have shown ChildLine this year. Through hard work and commitment **they have raised an amazing £3026.03 which could fund the training of a volunteer counsellor** who will reach out and help the most vulnerable children in our society; so from all the children Emergence-SKI has helped us reach, thank you!"

## CHILDLINE PRESENTATION



The Auctioneers

At the Summer Solstice Party the Cobb's Quay Berth Holders Association Chairman, Jon Saunders, with the aid of Val Grant and Kevin Butler auctioned off a beautifully framed, fine art photograph of "Sunset over Arne", donated by Work of Art Marine Images, in aid of the Child-Line charity.



Ted Collects his Winning Picture

The winning bid was from Ted Awty, who said he was so happy to be able to help such a worthy cause and enjoy such a beautiful picture.

The cheque for £300 was handed over to Jo Tearall and Lyn Parsons, the two jet-skiers for Emergence-Ski, at a presentation in the offices of the Towngate Art Group.

*Pictures by: Anne Hayton of Work of Art Marine Images*

## VETERAN BOATERS 50TH

**"We're not old, we've just been here longer and had more fun"**

June & Mike met in Stalbridge, North Dorset in 1954 (Mike's home village). June was a Poole girl. They got married at St. Mary's Church in Stalbridge on 1<sup>st</sup> November 1958 and moved immediately to Poole to live with June's parents. They bought their first house in 1962 and brought up their two children, Sue & John, in Poole.

Mike and June started their boating lives in 1970 with a 16ft Southern Fibracraft called "Happy" with a 18hp outboard motor. They moored it on a swinging mooring off Banks Road, close to North Channel, and rowed out to it in a heavy clinker built dinghy every time they wanted to go out on a trip with their children round Poole Harbour. The Wines family had to be up very early in order to park on the Banks Road before the holiday makers arrived on a Sunday. They also had to contend with the tides in order to use their boat, a far call from now, when we just have to walk down the pontoon.



**"Happy", 16ft Southern Fibracraft**

In 1986, with the children growing up and developing other interests, Mike and June decided to buy a Microplus 502 called "Lawang". This one had a 50hp outboard motor, "real power" as Mike put it. Once again it was back to Cobb's Quay for their berthing and in their words "we were really getting into the boating scene" and making lots of new friends as well.



**"Lawang", Microplus 502**

Inevitably the two year itch took over and it was another boat in 1988 called "Sweet Aloha". This one was a 26ft Coronet Motor Cruiser with twin petrol engines. "This, we thought was the only boat we would ever need" said June..... and it was for five years!!



**"Sweet Aloha", 26ft Coronet Motor Cruiser**

But surprise, surprise, in 1993 they purchased a 28ft Sunseeker Offshore cruiser named "Sunfisher". The beauty with this boat was its twin diesel engines, allowing Mike and June to venture much further afield and at a much more affordable price. Mike smiled at the thought, "strangely enough this was yet another vessel that was going to be the only boat we would ever want".....Can you see a familiarity here... I bet most of us can.



**"Sunfisher", 28ft Sunseeker Offshore**

But..... In 1999, guess what...you got it....Mike's "calculation was flawed" and they looked at another boat. It was while they were in Guernsey holidaying on



**"Jimane, Sunseeker Rappalo**

"Sunfisher" that they saw this superb Sunseeker, which, of course, was so much bigger than their boat and so graceful and so roomy and with an aft cabin and all. Well I dread to think of all the "shall we....shan't we" conversations that must have gone on, on that holiday. Suffice to say, they ended up "doing a deal" and bought a Sunseeker Rappalo named "Jimane". Now, in Mike's own words "on this occasion we may just have got it right, as this is the longest period (9 years) that we have ever owned a boat". Well what do you think?

*"But.....In 1999, guess what.....you got it....Mike's calculation was flawed"*

Mike and June really enjoy their boat, sharing it with their now extended family. Sue, their daughter has given them three beautiful grand-daughters named Charlotte, Katherine and Emily, whilst John, in the words of his dad, "is happy to leave the production of children to Sue", though "he does however spend a lot of time with his nieces"

In November 2008 Mike and June renewed their wedding vows in St. Mary's church, Talbot Village, followed by a celebration in the church hall in the company of their



Mike and June cut their Golden Anniversary Cake After renewing their wedding vows

".....in the company of their family and friends, not least of which were their original two bridesmaids and best man!!"



"Jimane" leaving Dartmouth

family and friends, not least of which were their original two bridesmaids and best man!!

To hear more of Mike & June's stories and travels try and catch up with them on C pontoon.

Story written by : Pete Hayton  
From Mike & June's input.

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## *CQBHA Shore Based Activities in 2008*

*Mike Brine, Clive Snow and the CQBHA Committee.*

*December 2008.*

A résumé of last season's activities organised by Mike Brine & Clive Snow assisted by your CQBHA Committee and MDL Cobb's Quay Marina Management & Staff

### **FEBRUARY 12<sup>TH</sup>. PORTSMOUTH HISTORIC DOCK YARD**

12 Members & guests enjoyed an interesting day out at the Portsmouth Historic Dock Yard where they visited a number of exhibits including Nelson's Victory.

Thanks to the crew of Tadpole for being the chauffeurs complete with blue lights.

### **APRIL 12<sup>TH</sup>. BOAT JUMBLE AT COBBS QUAY**

A dozen berth holders braved the showery conditions in an attempt to turn some of their redundant boaty bits into hard cash. A table organised and manned by CQBHA members sold many items on behalf of berth holders that contributed 10% of the sales to the CQBHA funds. MDL generously provided hot drinks and pastries.

Thanks to the crews of Shammi & Clearwater for their Albert Square impersonations.

### **JUNE 21<sup>ST</sup>. SUMMER SOLSTICE PARTY**

A magnificent marquee welcomed the 330 members and guests that attended this very enjoyable social event held on Mid summer's day. A very professional live band provided music for listening to or dancing for the energetic and scrummy food was provided from the ever popular chuck wagon. An auction for charity for a very desirable harbour landscape achieved the grand sum of £300.

Thanks to the crew of Work of Art for donating the auctioned picture.

Thanks to Freddy Keats of Sealine and Dave Wilson of MDL for their generous sponsorship.

### **SEPTEMBER 20<sup>TH</sup> BARN DANCE**

The boat shed was again transformed by the staff of MDL into an authentic looking agricultural barn, complete with straw bales. Traditional barn dance music, complete with caller, was again provided by the Hat Band, who managed to control the 220 yokels into some sort of order. The chuck wagon again provided scrumptious food.

Thanks to MDL staff, Alex for the bales and RM Poole for the camouflage netting.

### **NOVEMBER 8<sup>TH</sup>. FISH & CHIP SUPPER CRUISE ON PURBECK PRINCESS**

Whilst consuming delicious, piping hot Fish & Chips, 102 members & guests braved this very windy and wet evening to venture out into the harbour, when most people had opted for a quiet night in. However this failed to dampen the enthusiasm of the hardy **soles** as they **floundered** around the harbour in force 7 conditions.

Many thanks to Greenslades & Always Frydays.

**Many thanks to all that participated in and contributed with the organisation of the above activities. Without your support none of the above could happen.**

**Mike and Clive would love to hear from any member with new ideas for shore based activities.**

**Please contact them by e-mail or just tell them when you see them around the Marina.**

**Mike can be found on Poseidon on C pontoon  
and Clive on Girl Fisher at the beginning of F pontoon**

## 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](mailto:memberrep@cqbha.org)**

### Indubitably My Good Watson, Pass the Bait

Sherlock Holmes and Matthew Watson were on a fishing trip. They had gone night fishing and were lying on the deck, lines in the water, looking up at the sky. Holmes said, "Watson, look up. What do you see?" "Well, I see thousands of stars." "And what does that mean to you?" "Well, I guess it means we will have another nice day tomorrow. What does it mean to you, Holmes?" "Well, to me, it means someone has stolen our bimini top!"



### Peter Hayton, Marine Artist

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Or see website: [www.peter-art.co.uk](http://www.peter-art.co.uk)



## SHIPWRECK STORY

### THE EARL OF ABERGAVENNY

The *Earl of Abergavenny*, a ship of 1,200-tons, left Gravesend at the end of January, 1805, carrying some 51 passengers and 159 troops. It was the start of the *Abergavenny's* fifth voyage since she was launched in 1797 at Pitchers Yard on the Thames. The *Earl of Abergavenny*, on this trip, was destined for Bengal and China via Portsmouth. She sailed from Portsmouth, on Friday 1 February 1805.



The *Earl of Abergavenny*  
from a painting by Lunny

The voyage was 'jinxed' as soon as the ship left her homeport of Northfleet, Kent. There were arguments over wages, one crew member was recalled by his wife because of her premonitions of an impending disaster, and a collision occurred in which some upper deck rails and the figurehead were damaged. Finally, after making her way via the Needles in the Solent, the weather proved very unfavourable, the wind being "strongly adverse, west south-west, induced them to make the best of their way for Portland Roads, having the main-top-gallant-mast struck and the fore and mizzen ditto on deck".

As she approached Portland Bill on 5 February, 1805, the weather started to deteriorate even further and Captain Wordsworth, brother of William Wordsworth, decided to wait in Portland Roads rather than round Portland Bill and cross Lyme Bay, with the risk of becoming embayed and ending up on the Chesil Bank.

*"shortly after taking on the pilot the vessel struck the Shambles Sandbank, the most feared navigational hazard in the area"*

The *Abergavenny* joined a convoy in the Portland Roads in the company of the *Royal George*, *Henry Addington*, *Wexford* and *Bombay Castle*, for the East Indies under the protection of the frigate *HMS Weymouth* (an ex-Indiaman). After several days of poor weather in which the convoy became dispersed, a Portlander was hired on the strength of his local knowledge as a pilot to guide the ship safely out of the channel and on her way to Bengal and China. However, shortly after taking on the pilot the vessel struck the Shambles Sandbank, the most feared navigational hazard in the area, The ship struck three times and finally stuck fast where she lay for some hours, being pounded by the sea, and suffering serious damage to her bottom. Two chain pumps and several hull planks were badly damaged causing a massive leak. John Wordsworth, who was said to have a mistrust of pilots, was heard to exclaim "oh pilot, pilot, you have ruined me". When the tide had risen sufficient to float her off an attempt was made to sail for Weymouth sands, but the ship sank 2 miles from her destination leaving the tops of her masts showing. Signal guns were fired on several occasions but for several hours nobody came to the rescue. Troops, who were returning to duty in India, manned the pumps until they dropped from exhaustion. A report of the day stated "Not one boat was readied and slung out since it was felt that this would distract the men working the pumps". Another report states "Many seeing the end was nigh attempted to loot the large stocks of liquor but were turned back by armed officers with primed muskets who, in reply to their entreaties for strong drink, said they should 'die like men". The leak soon overwhelmed the pumps and at 11.00 pm the ship gave a great lurch and sank. Scores of people below deck drowned immediately; the lucky ones were able to cling to the spars and shrouds that fortunately remained out of the water when the heavily laden ship sank on an even keel. The last quote attributed to Commander Wordsworth by a survivor was "it

cannot be helped, God's will be done". It seemed to be the general impression of many of the survivors that he made no effort to save himself and went down with his ship.

Of the 402 passengers and crew some 260 souls lost their lives, being unable to cope with the severe cold of winter. Bad weather, it is said, preventing rescuers coming close to the wreck until daylight.

The loss to the East India Company was enormous; £74,000 in silver dollars, copper, tin, lead, iron, haberdashery, glass, millinery, Wedgwood ware, horse tack, wines, beer, liquors, military stores and, of course, countless other items listed as private trade goods. The publicity at the time was intense and there were several pamphlets written within a few weeks of the tragedy, in addition to newspaper reports, many referring to the tragic loss to the Wordsworth family and the effect on William.

An officer who was one of the fortunate number to have been saved from the wreck, brought the sad news to India House.

The following is taken from his account and that of Mr John Clark, the 5th Mate.

She sailed from Portsmouth, on Friday 1 February 1805, in company with the *Royal George*, *Henry Addington*, *Wexford* and *Bombay Castle*, for the East Indies under Convoy of the *Weymouth*,<sup>36</sup> Frigate (an ex-Indiaman), and was destined for Bengal and China. ...The weather proved very unfavourable after their sailing, and the wind being strongly adverse, west south-west, induced them to make the best of their way for Portland Roads, having the main-top-gallant-mast struck and the fore and mizen ditto on deck. ... While crossing the east end of the Shambles Bank off Portland Bill, about two miles from the shore, the wind suddenly died away, and a strong tide setting the ship to the westward, drifted her into the breakers; and a sea striking her on the larboard quarter, broached her to with her head to the northward, when she instantly struck. It being about 5 o'clock. They let out all reefs and hoisted the top-sails, in hopes to shoot the ship across.

...Then the Carpenter announced that a considerable leak was discovered near the bottom of the chain-pumps, which it was not in his power to stop, the water gushing in so fast. The pumps being all in readiness, were set a-going and part of the crew endeavoured to bail her at the fore hatch, but all their attempts to keep the water under were in vain.

...The dreadful crisis was now approaching - every one on board seemed assured of his fate; some gave themselves up to despair, while others employed the few minutes they had left in imploring the mercy of their Creator. At 10 o'clock the ship was nearly full of water, and as she began gradually to sink, confusion commenced on board. A number of sailors begged ardently for more liquor, and when it was refused, they attacked the spirit room, but they were repulsed by their Officers, who continued to conduct themselves with the utmost fortitude. One was stationed at the spirit room door, with a brace of pistols, to guard against surprise, and remained there even while the ship was sinking. About two minutes before the ship went down, Mr Baggot, Chief Mate, was heard to say to Capt. Wordsworth, "We have done all we can, Sir, she will sink in a moment." The captain replied, "It cannot be helped - God's will be done."

... When the ship sunk, she did not go down in the usual way that vessels do, by falling first upon her beam ends; This deviation was supposed to have arisen from her being laden with treasure and Porcelain ware. She had nearly 70,000 £ sterling in specie on board, and about 400 persons. The crew consisted of 160 men, and there were between 50 and 60 passengers; the rest were 100 recruits for his Majesty's and 59 soldiers of the East India Co., and 100 of the King's soldiers, about 30 Chinamen were also on board. The total number drowned is estimated at 300.

*"John Wordsworth had a large sum invested in the voyage, as well as money from family and friends. He hoped he would make their fortune; thinking especially of aiding his brother's poetic career"*

..The whole value of the cargo is estimated at £200,000. Nothing was saved



An engraving depicting the attempted rescue of  
The Earl of Abergavenny

except the dispatches and some valuable prints being sent out to General Lake. As she went down Capt. Wordsworth was seen clinging to the ropes. Mr Gilpin, one of the mates, used every persuasion to induce him to try and save his life, but he did not seem desirous to survive the loss of his ship. Mr Baggot, the Chief Mate, was of the same cool and temperate disposition, and made no attempt to save his own life, but met the fate of his

captain with the same composure..

... The salvage work on *Abergavenny* was carried out by John Braithwaite in *Endeavour* and continued until the end of March 1806 when, having recovered all the chests of specie and the rest of the cargo, the wreck was blown up.

Built in Northfleet, Kent, in 1796, the ship was one of the largest in the **East India Company** and was carrying valuable cargo including money, books, lace, perfume and silver for trade. John Wordsworth had a large sum invested in the voyage, as well as money from family and friends. He hoped he would make their fortune; thinking especially of aiding his brother's poetic career.

There were over 400 people on board; 250 men lost their lives, through drowning or freezing in the waters. It is thought that John may not have attempted to save himself, but clung to the ropes of his ship until he drowned with it.

### Salvage

The Coastguard Service and Customs Officers maintained close watch on the wreck. It was not long before the Directors of the Honourable English East India Company sent instructions to their Weymouth agent for him to seek tenders for salvage. The initial contract was awarded to a Mr. Tonkin whose proposed salvage is depicted in a famous print now in the National Maritime Museum. Apparently the massive timbers of this huge East Indiaman beat his diving apparatus and he only managed to succeed in retrieving a few minor items from the wreck. There was, in fact, a public sale in Weymouth that listed items such as anchors, cables, planks, spars and sundry materials. A new contract was awarded to John Braithwaite who, in the September of 1805, sailed from Blackwall, London, in his salvage vessel *Endeavour* and arrived at Weymouth on the 23rd of that month. The Log of the *Endeavour* has survived to this day and it gives a fascinating insight into the salvage operations that were carried out over two years. He recovered all manner of items by removing the ships deck beams which had beaten Mr. Tonkin, using large charges of gunpowder; these items included all the silver dollars which were found in 62 chests. He continued to salvage until, to use his own words, "The cargo got so thin that it was not worth bringing up".

*"To catch the reader's attention, place an interesting sentence or quote from the story here."*

It appears from some of the reports that the dates and some of the accounts are at odds with each other but this can be forgiven considering the state of things at the time.

When you next travel to Weymouth across the bay to the Harbour entrance across the very waters that this tragedy took place, spare a thought for the souls from this wreck that lost their lives over two hundred years ago and be grateful for the modern weather forecasts and navigation equipment that we have at our disposal in these modern times.

Put together from various reports by Pete Hayton, Work of Art C24

## WINTER WINDSURFERS HAVING FUN

We put our boats up for the winter and do normal things that normal people do, but spare a thought for the very skilled nutters that frequent places like Kimmeridge and Weymouth Bay, when the winds are up to Force 8 or 9 in January. We were fortunate enough to be in Kimmeridge when the conditions were perfect for this select few with the bottle to get out amongst the rough.



Leaping the 7 - 8 metre waves

It was bitterly cold, no more than half or three quarters of an hour out of the car, with a Force 9 SW gale and the waves at almost 25 feet in height. There was 30 feet of spindrift coming off the tops of the waves on a wind over tide situation and the windsurfers, along with the odd, mad surfer and surf canoeist thought it was time to play. We had the camera at the ready of course, we must have shot 3 to 4 hundred photos in the space of an hour, by then our fingers were getting numb.



Windsurfer Flying and Surf Canoe in the crest

But the brave were still out there...oh yes. I guess if you are fighting a force 9 and that size of wave then you will probably be keeping pretty warm.



Surfer & windsurfer racing

If you're ever in the vicinity of Kimmeridge or the eastern end of Weymouth bay in January and the wind is howling about, give yourself a treat.....go and have a look at these people, you'll certainly feel normal.

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

## YOUR TIME IS NOT MY TIME

A boat painter was awarded the job of painting a small sail boat and when he was asked by the owner, how long it would take him to finish the job, he replied, "Two weeks".

Three weeks went by and the owner, a little concerned of the delay, confronted the painter. "Hey Paul", said the owner, "You told me that it would take you two weeks to paint my boat and its been three weeks....What's up with that?" The painter put his paintbrush down, looked the owner square in the eye and said, "That was two NAUTICAL weeks, like a nautical mile, they're a little longer".

*“There was 30 feet of spindrift coming off the tops of the waves “*



## BOOK REVIEW

### ELLEN MACARTHUR: TAKING ON THE WORLD

Penguin Books 2002

ISBN 0-7181-4525-9

*To be perfectly honest, this was not the title I had in mind when I first ‘volunteered’ to write a Book Review for the CQBHA Horizons Magazine.*

I had planned to write about a book called Juggernaut – author forgotten – which I read on a wet August Bank Holiday sometime back in the 1980s. This was the story of an encounter between a yacht and a gigantic cargo ship..... However I didn’t own the title, couldn’t find it in the Library and was too mean to buy it on Amazon!

In a panic, I rushed to the Library and found Ellen MacArthur’s book – actually it was a ‘talking book’, and I listened to it over several weeks while travelling to and from the office. As you can imagine, the opportunities to make notes of key names, dates and places were rather limited .... And you can’t easily go back a few pages to check spellings etc!

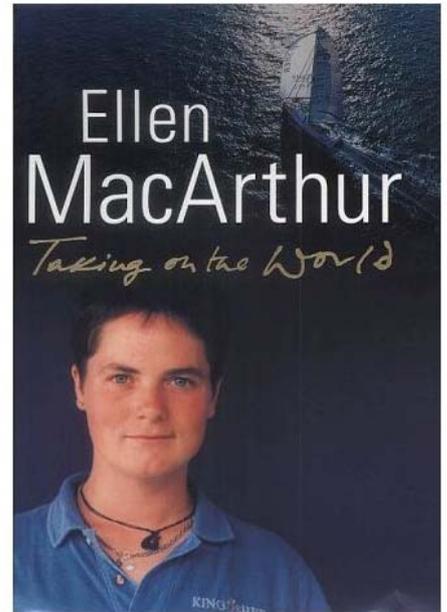
After listening to it all (12 CDs) and incurring overdue fines, I finally returned it to the Library and borrowed the hardback version – which has the added advantage of lots of maps and colour photos.....

The book begins with a Prologue – describing the end of the Vendee Globe race, which I found quite boring to listen to and I began to regret my choice. However things improved with Chapter 1 describing Ellen’s childhood on a smallholding in rural Derbyshire. Both of Ellen’s parents were teachers. Ellen’s father was a collector of tools and old machinery, which were housed in sheds surrounding the home – and this led to Ellen’s interest in all things practical.

Much of Ellen’s childhood was spent in the company of the extended MacArthur family – older brother Lewis, younger brother Fergus, maternal grandmother Nan and paternal grandparents Gran and Grandpa and even Great-Granddad. Although living a long way from the sea, Ellen’s Auntie Thea owned a small yacht called Cabaret, which was kept on the East coast at Paglesham and was used for an annual family sailing holiday.

From her first trip aboard Cabaret at the age of four, Ellen was besotted with sailing and started saving every penny to buy her own boat. She began dinghy sailing on Ogston Reservoir while at junior school. Her first purchase was an 8-foot fibreglass Blue Peter dinghy – which she named Threep’ny Bit (a pre-decimal coin that some of us older boaters may remember!) and sailed this on a nearby trout pond. At 10 years old, Ellen attended a race training course at Rutland Water reservoir and soon afterwards experienced her first wins against club sailors back at Ogston.

While at secondary school, Ellen spent a week’s work experience with a local



*“From her first trip aboard Cabaret at the age of four, Ellen was besotted with sailing ”*

vet, and decided this would be her chosen career. She had to study very hard to get the required GCSE grades. During a break in her revision she purchased her second boat Kestrel – a small yacht with a cabin. Once her exams were over, Ellen spent every spare minute fitting out the interior and learning valuable boat building skills in the process.

At 16, Ellen's parents suggested she should get some qualifications in sailing, and in spite of the distance, chose a sailing school in Hull. Sailing qualifications were fitted in around her A level studies. However her plans for A-levels and veterinary school were thwarted by an attack of glandular fever. While recovering at home, she watched the Whitbread Race on television and realized that she wanted to be on the ocean too and was determined to sail for her living. For this she needed a real sea boat, so purchased a Corribee 21 with osmosis and a rotting wood interior! Ellen eventually named the boat Iduna and threw herself into the restoration, while based in Hull teaching sailing. Ellen's exceptional teaching abilities were soon recognised and she became an RYA Yachtmaster instructor before the age of 20!

At 18, Ellen won the BT/YJA Young Sailor of the year award. This led to a meeting with Keith Musto, who eventually agreed to sponsor Ellen in her trip around Britain on Iduna. Her longest passage along the South Coast was across Lyme Bay to Weymouth, passing Portland Bill. She was advised to 'sail round the point close enough you could touch the rocks with a boat hook' – something many of us have personally experienced! During the trip, Ellen learned a valuable lesson – that careful preparation can never eliminate all problems and you have to learn to handle the unpredictable with flexibility and pragmatism.

The trip on Iduna resulted in the offer of a space in the pool at the London International Boat Show – providing a golden opportunity to further her career and expand her network of contacts in the sailing world. She was offered a job as a 'preparateur' - preparing an ocean racing boat entering the Europe One Star Single Handed Transatlantic Race. After the race she helped sail the boat back with the skipper on her first Atlantic crossing. Two weeks later she was sailing the Atlantic again – this time on the Quebec – St Malo Race as part of the crew.

Ellen's story is one of extreme hardship - living on small boats, in boat sheds or offices - constantly under financial pressure and wondering how to fund the next meal. Much of her time was spent seeking sponsorship and giving talks at Yacht Clubs, Boat Shows and other maritime events. She even resorted to raising funds by painting pictures of the BT Global Challenge fleet. Her circle of contacts gradually expanded to include veteran ocean racers – such as Sir Chay Blythe, Mike Golding, Sir Francis Chichester and Sir Robin Knox-Johnston.

In 1996, after watching boats set off on the ultimate ocean challenge – the Vendee Globe - Ellen was determined to take part in the year 2000. Preparation for this event involved gaining as much single-handed experience as possible, starting with the Mini Transat Race. She also entered the Route du Rhum Race, successfully winning sponsorship from Kingfisher and borrowing Pete Goss's boat to do it. Kingfisher continued their sponsorship and provided Ellen with the opportunity to design and build a new boat in New Zealand for the Vendee Globe. She sailed the new boat named Kingfisher back from New Zealand as a sea trial - before entering the qualifying race for the Vendee Globe – and finishing first. Ellen also devised her own personal development programme, which included courses in meteorology, electrics, hydraulics, first-aid, a punishing fitness regime and becoming fluent in French.

The start to the Vendee Globe 2000 race was delayed by atrocious weather. Within the first 24 hours, one of the race favourites – Mike Golding - had been

*“Each day comprised an exhausting round of equipment and food checks, monitoring weather reports, chart work and sail changes. It is hard to imagine the sheer difficulty of completing repairs under extreme weather conditions “*

*“Many of us will be able to relate to Ellen’s terror when she hit a submerged object at speed!”*

dismasted. Extracts from Ellen’s logs provide some insight into the physical and emotional hardships of the race. As well as the narrative, these extracts give date, time, email address, speed, direction, barometric pressure, sail configuration, percentage performance, latitude and longitude. To be honest, these details became a little tedious in the audio version!

Each day comprised an exhausting round of equipment and food checks, monitoring weather reports, chart work and sail changes. It is hard to imagine the sheer difficulty of completing repairs under extreme weather conditions – 5 hours to repair an eyelet ripped from a sail or climbing the 90ft mast to retrieve a broken halyard – all while Kingfisher is making 20 knots in huge seas. Along with physical hardship, there is the anxiety and stress associated with every decision – balancing personal safety and care for Kingfisher against the desire to win the race. Injuries were commonplace – cuts, bruises, broken ribs and worse. One competitor was knocked unconscious by the boom and awoke to find himself aground!

Satellite communications provided critical weather reports, emails and telephone calls throughout the race – even from the Southern Ocean. On Christmas Day Ellen managed to send an email query to Alan Titchmarsh for help with propagating the bonsai tree seed she had been given as a present! Many of us will be able to relate to Ellen’s terror when she hit a submerged object at speed. With the use of an endoscope, she was able to check for underwater damage to the hull and confirm that the only casualty was the 12ft dagger board.

Ellen was only 12 miles behind the lead boat and catching up fast, when her forestay broke. Nevertheless she managed to finish the Vendee Globe in second position. Her success brought great media attention and further opportunities for ocean team racing and sailing multi-hulls.

This is a story of a remarkable young woman, with tremendous confidence, enormous courage and amazing resourcefulness. However success came at a price – her personal relationships often suffered and failed as a result of her awesome determination to sail the world.

Overall a good read (or listen!)

Carol Turner  
Solaris C35

## Nautical Lingo

The proud boat owner took his son along with him on a short cruise upriver to show off his new boat to friends. The kid wanted to steer the boat, insisting that his father had taught him enough to handle the job, so he asked dad to let him take the helm.

“Okay”, said the father, “but you must pass a small test first”.

If I asked you to turn to the left, what nautical term should I use?” “Turn to Port”, said the boy. “Correct”, said the father.

“If I wanted you to turn the boat to the right, what direction would that be?” “Starboard”, said boy grinning from ear to ear. “Good for you”, said the father.

“And straight?” asked the father. The boy quickly replied, “ Without ice.”

# A DAY ON THE BEACH

## To SCRUB HER BOTTOM.

To help achieve the best fuel efficiency from our boats the hull has to be cleaned during the summer season to remove any accumulation of marine growth. However the cost of a marina summer lift and scrub can outweigh any cost saving on fuel and in the short time your boat is out of the water there is little time to carry out any maintenance other than a brief inspection of the underwater equipment.



Poseidon and Work of Art beached at Studland

up and slowly motored their boats in tandem, with legs raised, towards a pre-selected sandy and rock free area of Studland beach until the boats almost touched bottom.

After lashing both boats together to avoid any listing, Pete and Mike shut down their engines and, raising the legs of both boats to beach mode, entered the water to pull the boats a few more metres onto the soft sandy beach.

The water receded from the around the hulls of the boats and eventually left them high and dry thus giving easy access to the hulls for the crews to safely scrub the hull and drive units, inspect and clean under water equipment, remove the propellers, replace the anodes and finally replace the propellers. It was amazing how many barnacles had attached themselves to the legs, in spite of the anti-foul. Even the propellers had their fair share.

Three hours later the tide had refloated the boats and Pete and Mike hauled the boats back into deeper water. The journey back to their berths seemed quicker with their clean bottoms and all agreed that it was very satisfying that a day on the beach can be both enjoyable and cost effective.

Mike and Jennie Brine Poseidon of Poole C42



*“fendered up and slowly motored their boats in tandem, with legs raised, towards a pre-selected sandy and rock free area of Studland beach“*

# Bygone Days of CQBHA Cruising

By Gill Snow

How many of these faces can you recognise from the photos of CQBHA's early rallies? These photos have been generously supplied by Gill Snow from her well loved photo albums of various rallies and fun days at Cobb's Quay.

*"The rallies were really starting to blossom and the parties and dinner & dances were becoming part of the regular occurrences"*

**More Fun Days at**



**Food Glorious Food**



**The French Connection**



**The starters are Magic**



**Cheers.....Parties are inevitable**



## CQBHA Dinner and Dance at the RDYC



## LIFE JACKET .....WEAR IT!

The best time to put on a life jacket is BEFORE it is needed – before anyone is in the water!

Wearing a life jacket whenever you're near water is an easy way to stay safe. *I know better than most!!*

Life Jackets can: Keep you afloat.....Protect you from cold water.....Can save your life.....**IF YOU WEAR THEM!**

When buying a life jacket for children things to look for are:

- Large collar for extra support to the child's head
- Grab strap on collar
- Safety strap that fastens between the legs to prevent device from slipping over the head
- Bright colours – yellow, orange and red are most easily seen
- Rust proof buckles and zips
- Waist ties with snug fitting drawstring or elastic in front and back
- Comfortable, but snug
- Don't buy too large in the hope the child will grow into it

Remember life jackets can never replace adult supervision and if you wear yours, you will set an example to the child.

### TAKE CARE OF YOUR LIFE JACKET

Avoid leaving in the sun for long periods (may fade colours and weaken fabrics)

When drying, do not use direct heat- hang in a ventilated spot – in shade if outside

Ensure they are totally dry before storing

If stowing on your boat or in a container, do not bend or place heavy objects on them

Check buoyancy regularly in a pool or by wading into waist deep water and bending your knees to see how well you float. Check gas inflation bottles if fitted for corrosion.

LIFE JACKETS SHOULD BE TESTED FOR WEAR AND BOUYANCY AT LEAST ONCE A YEAR. WATERLOGGED, FADED OR LEAKY JACKETS SHOULD BE DISCARDED

**Professional Life Jacket Testing is a must every 3 years.**

Article by Val Grant, Spindrift, C Pontoon

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www.safe2shore.co.uk



## DADS ARE DANGEROUS

As a keen boat fisherman for some 40 plus years, I thought it might give some amusement to relate to some of the more humorous fishing encounters and incidents I have shared over the years with my father.

Beginning with my early teenage days my father had always been our boating inspiration – a former naval man with no fear of the sea no matter what the weather conditions. During those early days this factor often got us into tight scrapes that we can now fortunately laugh at, but looking back, I wonder how on earth we had not visited Davy Jones Locker!

One of our first starter boats was a Dejon 15' day boat and ideal for inshore fishing despite its tendency to roll at anchor. One infamous occasion saw us tow the boat to Tenby, Wales and after a smooth launch down a difficult slip we headed off to the eastern tip of Caldy Island and dropped anchor.

Big mistake.

Little did we know that a fearsome rip would develop almost swamping our boat and to make matters worse we had secured the anchor to the stern.

Ignorant of the danger we happily bashed out Bass and Pollack before noting how rapidly the rip was kicking in and beginning to lap over the stern. With the boat beginning to lurch perilously at the rear we frantically attempted to retrieve the anchor but that was stuck solid !

As matters got worse with water alarmingly flooding in, I took action and swiftly cut the anchor line, propelling us with the tide through some very wild water, both in and out the boat! Fortunately our reliable Crescent outboard fired up first time and breathing a sigh of relief we motored away from the danger whilst bailing out gallons of water that had accumulated in the well.

One thing for sure was that old boat was certainly buoyant.

And our only thanks from Dad was “you lost my bl\*\*\*y anchor! ”

Since those teenage days I, was then determined to learn more and avoid those situations despite my fathers fearless and safety absent approach to getting afloat.

Over the pursuing years safety almost became an obsession, especially with my accident-prone father around – from hooks through his thumb and botty (don't ask!) to falling overboard whilst trying to retrieve his straw hat – it all happens to Dad.

On another occasion I was reversing the trailer and boat down a steep incline to launch our Shetland into the harbour, whilst Dad was directing me back just

enough to let the rollercoaster trailer effortlessly slide the boat off into the water.

Once happy with that position and ready to slip the boat, I called to Dad to release the trailer securing winch cable from the boat and let the boat gently slide into the water. Unfortunately Dad decided that gravity needed help and pushing the bow of the boat off the trailer I heard an almighty scream of pain as the winch handle rotated out of control, striking his forehead and causing a nasty gash – claret was every where!

Hasty patching up by the Harbourmaster, who had witnessed the incident, stemmed the initial injury, before an ambulance promptly arrived and whisked Dad to A & E, where he was no stranger.

Two hours later I collected him with a neat swathe of bandages around his head that resembled a turban and when the bruise started to materialise around his eyes he looked like the real thing! His only complaint throughout was that the tetanus injection administered by a trainee nurse (again in the botty!) was the most painful part of the accident. You can imagine the banter he experienced after that and the photos remain a constant source of amusement.

Fortunately for us Dad now enjoys a quieter life on shore diverting his waning energies into the garden, but even that is not a safe environment and whilst tidying and planting in his greenhouse last year managed to lean against a cracked glass pane and – but that's another story!

Jim Reynolds F Pontoon

## THINGS YOU WON'T HEAR A TRUE FISHERMAN SAY...

- "Wow, I've never caught a fish that big!"
- "Hey! Let's take our wives fishing!"
- "My truck can't get through that!"
- "Let's go shopping, fishing can wait."
- "Hank, those hip boots make your butt look big and they don't match your belt!"
- "Hey, we don't need to buy those fishing flies Melvin, let's send our wives flowers instead?"
- "I don't think Duct Tape will fix that."
- "I caught all those rainbows on night crawlers."
- "I feel pretty guilty not washing those breakfast dishes before coming out here to fish!"
- "Hey somebody come land this 20" rainbow for me. I need to straighten up the camp."
- "I can't participate in National Hunting and Fishing Day cause my neighbour is throwing a Tupperware party and I really need a mixing bowl."
- "I think electronic fish finders should be banned."
- "C'mon, man - we can watch bass fishing anytime! Figure skating's on!!"
- "We gotta throw this fish back, I don't think it will fit in the frying pan."



### Pet Portraits

To Commission a portrait of your pet

Call 07803 283083/4

Or call in at the Towngate Gallery,

16-18 Wimborne road, Poole, Dorset. BH15 3QN

Or see website: [www.peter-art.co.uk](http://www.peter-art.co.uk)



# Spot the Difference

## Between the two Dragon Boat Racing Team photos

Pete Hayton has made twenty subtle and not so subtle changes to the bottom photograph, taken on the CQBHA trip to Falmouth in 2008. You might need very good eyesight in places



# FOOD FOR BOATING

## Honey Fruit Cake

TRY OUT THIS HONEY FRUIT CAKE, IT IS BY FAR THE BEST FRUIT CAKE I HAVE EVER TASTED. IT IS VERY QUICK AND EASY TO MAKE AND THE PERFECT CAKE FOR SHARING WITH YOUR BOATING FRIENDS OVER A CUP OF COFFEE OR AFTERNOON TEA.



**Honey Fruit Cake Ready to Eat**

500G MIXED DRIED FRUIT  
 250G UNSALTED BUTTER  
 250ML COLD WATER  
 200G CASTER SUGAR  
 75G RUNNY HONEY

2 LARGE EGGS  
 280G S R FLOUR  
 ½ TEA SPOON BI-CARBONATE OF SODA  
 ½ TEA SPOON MIXED SPICE

PLACE FRUIT, BUTTER, WATER, SUGAR AND HONEY IN A SAUCEPAN. BRING TO THE BOIL AND TURN OFF.

ALLOW THE MIXTURE TO COOL DOWN, ADD EGGS, FLOUR, BI-CARBONATE OF SODA AND MIXED SPICE. DO NOT OVER MIX BEFORE PLACING IN A LARGE FLAT BAKING TIN. COOK FOR 40 MINUTES IN AN ELECTRIC FAN ASSISTED OVEN AT 180c/350f OR GAS OVEN AT MARK 4.

WHEN COLD, SLICE AND EAT, YUMMY!



## A Jennie Brine Tasty

### Marinated Mackerel for the Barbeque or Grill



You've just caught a few nice sized Mackerel and you're thinking "this would make a nice tea". Well next time be sure to try this idea. Soy sauce and some flour is all you need for this very tasty way to eat your Mackerel.

HEAD, TAIL AND FILLET YOUR MACKEREL  
 LAY THE FILLETS IN THE BOTTOM OF A PYREX DISH OR SIMILAR  
 SPRINKLE SOY SAUCE AND A LITTLE FLOUR OVER THE FIRST LAYER  
 REPEAT UNTIL YOU HAVE ENOUGH FOR ALL YOUR DINERS  
 MARINADE FOR 24 HOURS IN THE FRIDGE  
 WRAP FILLETS IN ONES OR TWOS IN ALUMINIUM FOIL  
 PLACE ON THE BARBEQUE OR GRILL UNTIL COOKED  
 USUALLY 10-15 MINUTES DEPENDING ON THE SIZE OF FILLETS

We usually find this simple dish goes down really well with fish lovers. The Soy sauce takes out a lot of the oiliness of the Mackerel and adds such a lot of extra flavour to the fish.

### An Annie Hayton Tasty

*"Perfect for sharing with your boating friends"*

*If you've got a recipe that you think the boating fraternity would enjoy that's easy to prepare and make, or some cooking tips for boaters then please e-mail the editor and we'll publish it in our next issue.*  
 editor@cqbha.co.uk





## Cruising in 2009

After agreeing to take on the task of organising the 2009 cruises, I engaged my brain and realised what I had done.

Following on from Kevin and Linda will be difficult, but fortunately Kevin promised he would help me if asked and has already gone over my plans to ensure that I have my calculations correct for the notorious Alderney Race.

After the rather disappointing response from members over their wishes for 2009 cruises, I have decided to organise trips to places I enjoy, coupled with places that are within most moderately competent skippers' capabilities, thus hopefully giving members confidence to make trips they may not otherwise have undertaken. We have all read various magazine reports and Almanac entries that frighten us out of visiting certain ports, but the fact is with proper planning and reasonable caution many are not as difficult as we are led to believe.

We start the 2009 season with an Easter trip to the Isle of Wight. Tides are favourable for a leisurely 9.30 Bridge and run up the Solent to arrive at Bembridge about an hour before high tide. Bembridge is one of those places that if you read the almanac you may be put off, but having been there a number of times it is one of my favourite local harbours and has a superb restaurant within walking distance. However take a look at the entrance at low water and you will see why it should be treated with caution.

One night here and then back down the Solent, up the Medina River to the quiet and well protected Island Harbour, where we are always made very welcome. A couple of nights here and again a good restaurant on site with the famous Folly Inn just a 15 minute walk away.

Favourable tides mean a lie in on Bank Holiday Monday, before leaving around lunchtime.

The early May Bank Holiday will see our second trip, the regular 'New Members Priority' cruise to the Hamble, where we will benefit from not having to pay berthing fees. Having not done this one before, but I am looking forward to trying to get up the river to the Horse and Jockey pub in the dinghy if at all possible.

My thoughts on this cruise are that although this has previously been a single night on the Hamble, with the current fuel situation that would be an expensive night, so I have made it a longer weekend in an effort to ease the pain.

We will be using the late May Bank Holiday as the start of a 9 day cruise to France and the Channel Islands. We will be staying at Carteret on the central north French coast for three nights, Jersey (cheap fuel) for four nights and then two further nights at Braye, Alderney, weather permitting. There will be no marina berths here and we will be required to pick up mooring buoys in the Harbour. This can be uncomfortable in the wrong conditions, so if that is the case, I have made a provision for alternative marina berths at Beaucette, Guernsey.

Mid June brings us to the regular first timers channel crossing to Cherbourg. A number of members have asked about doing a night cruise so I have combined the two so that members will have a choice of which group to join. As yet this is the only booking yet to be confirmed, but I understand from Kevin this is normal and it is only a matter of a

*"giving members confidence to make trips they may not otherwise have undertaken"*

formality.

Our main two week cruise commences the last weekend in July, when I will be trying to recreate the trip Kevin planned for 2007, but most boats were unable to complete due to adverse weather.

We start with a trip to Guernsey (cheap fuel), 4 nights here before we move on to St. Quay Portrieux, three nights here then on to St Malo. Having been one of the few who made it here last time, I really wanted to bring our whole group back as it is such a pleasant place to berth. Three nights at St Malo before we leave for Jersey for a couple of nights (mainly to top up with cheap fuel) before we leave for Dielette on the French coast. Weather permitting we can have up to 3 nights here, but if the forecast is not favourable we are close enough to make an early run for home, as Dielette is only a slightly longer journey to Poole than Cherbourg.

Tides are favourable for us to leave Dielette in the late morning on any of these days; hopefully we can stay until the Sunday.

The last of our cruises is our Dinner Dance cruise to Weymouth on the August Bank Holiday. Kevin has kindly offered to organise this for me as I may not be able to attend. For those of you who have never attended the Dinner it really is worth making the effort, we 'take over' part of Weymouth Marina and it really is a party weekend.

Let's hope the weather will be kinder to us than in recent years and that we will be able to complete most, if not all, of the planned cruises. Boating is an expensive hobby and getting more so each year, so we need good weather to justify the amounts we spend on it.

The above cruises have been planned with the aid of Neptune Navigation software. If any members are planning their own trips in 2009 and wish to know tidal flows for any area within the Channel or French Atlantic coastlines give me a call and I will do my best to assist you.

Roger & Marjorie Squires  
Clearwater  
A Pontoon



*“Our main two  
week cruise  
commences the last  
weekend in July  
when I will be  
trying to recreate the  
trip Kevin planned  
for 2007 ”*

## Beer Drinking Etiquette

A recreational boater, a tugboat crewman, and an old salt sailor went into a bar and each ordered a beer. Each found a fly in their beer. (It must have been the special of the day).

The recreational boater looked in his beer and said, "Hey bartender I have a fly in my beer. Give me another beer."

The tugboat crewman looked in his beer, found the fly, reached in and picked it out and continued drinking.

The old salt sailor looked in his beer, saw the fly, grabbed it by the wings, shook it over the glass and yelled, "Spit it out. Spit it out".

## EVENTS 2009

<i>Date</i>	<i>Event</i>	<i>Venue</i>	<i>Time</i>	<i>Team Leader</i>
<b>Sat 23rd Feb.</b>	<b>Day Trip</b>	<b>Portsmouth</b>		<b>Mike Brine</b>
<b>Sat 28th March</b>	<b>Boat Jumble</b>	<b>Cobb's Quay</b>		<b>Mike Brine</b>
<b>Sat 4th April</b>	<b>AGM</b>	<b>The Boathouse</b>	<b>10.30</b>	<b>Jon Saunders</b>
<b>Fri 10th April</b>	<b>Cruise</b>	<b>Isle of Wight</b>		<b>Roger Squires</b>
<b>Sat 2nd May</b>	<b>Cruise</b>	<b>Hamble</b>		<b>Roger Squires</b>
<b>Sat. 23rd May</b>	<b>9 Day Cruise</b>	<b>Carteret/Jersey &amp; Alderney</b>		<b>Roger Squires</b>
<b>Fri. 19th June</b>	<b>Cruise</b>	<b>Cherbourg</b>		<b>Roger Squires</b>
<b>Sat 27th June</b>	<b>Summer Party</b>	<b>Cobb's Quay</b>		<b>Mike Brine</b>
<b>Sat. 25th July</b>	<b>2 Week Cruise</b>	<b>France &amp; Channel Islands</b>		<b>Roger Squires</b>
<b>Sat. 29th Aug</b>	<b>Dinner Dance</b>	<b>Weymouth</b>		<b>Kevin Butler</b>
<b>Sat. 19th Sept.</b>	<b>ABBA Night</b>	<b>Cobb's Quay</b>		<b>Mike Brine</b>
<b>Sat. 7th. Nov</b>	<b>Fish &amp; Chips Cruise</b>	<b>Poole</b>		<b>Mike Brine</b>
<b>Fri 11th – 13th Dec.</b>	<b>MDL Cruise</b>	<b>St. Malo Christmas Cruise</b>		<b>Dave Wilson</b>

These events are organized for your enjoyment and it is advisable to get your name down as soon as possible for the events you would like to be involved with.

The Cruises are very well organised by Roger & Marjory Squires and are always a joy to go on. You have a chance to meet other likeminded people and a chance to expand your boating skills and knowledge with the other members of the cruise. There are always parties and stories to enjoy, some of which you have already read in the previous pages. People who have been on CQBHA cruises have come back time and again to enjoy the camaraderie and safety that they give.

The other events (shown in red) are organised by Mike Brine & Clive Snow and in 2008 were so well attended that new ideas have been introduced to help you to have even more fun. All that's left to say is "Don't forget to attend the AGM" and use the chance to voice your opinions..... and praise if you feel the need.

## Nautical Dress Code

A boater brings his boat up to a restaurant dock to eat dinner. The dockhand says, "I'm sorry, sir, but I can't let you dine here tonight. This establishment has a necktie policy for the evening meal and you are not wearing one."

The boater said, "I'm sure I don't have a tie on my boat!"

The dockhand, not wanting to turn away a customer, said, "Well, why don't you just find something that approximates a tie. I'm sure that will be okay."

After some time, the boater emerged from his cabin sporting a pair of jumper cables. "Sorry", the boater said, "but this is all I could find to put around my neck."

Sighing, the dockhand said "Okay, I'll let you in with those, but just don't start anything."

PLEASE take advantage of this form to ensure your details are correct on our database and to make sure you don't miss out on future benefits and activities.

## COBB'S QUAY BERTH HOLDERS ASSOCIATION

### Membership update / Membership card renewal

First Name: \_\_\_\_\_ Surname: \_\_\_\_\_

Partners Name: \_\_\_\_\_ Address: \_\_\_\_\_

\_\_\_\_\_ Postcode: \_\_\_\_\_

Mobile Number: \_\_\_\_\_ Home Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

Boat Name: \_\_\_\_\_ Make: \_\_\_\_\_ Berth No: \_\_\_\_\_

LOA: \_\_\_\_\_ metres Beam: \_\_\_\_\_ metres Cruising Speed Knots: \_\_\_\_\_

Vessel Category: A\* B\* C\* Fuel: Diesel\*/Petrol\* Engine: Single\*/Twin\*

Insurance Company: \_\_\_\_\_ Renewal Month: \_\_\_\_\_

Have you crossed the Channel: Yes\*/ No\* Would you like to: Yes\*/ No\*

Do you have children: Yes\*/No\* Ages: \_\_\_\_\_ Boy or Girl: \_\_\_\_\_

Do you have a Dog: Yes\*/No\* Have or would you like to cruise in company: Yes\*/No\*

Skippers/ Owner's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

*A membership card will be re- issued  
to all members on receipt of this completed form.  
The purpose of this card is to allow members  
to receive the benefits negotiated on your behalf  
by the Association with various services*

*Further comments*



**We're On The WEB**  
[www.cqbha.org](http://www.cqbha.org)



**Cobb's Quay Berth Holders Association**  
c/o Cobbs Quay Marina, Woodlands Avenue  
Hamworthy, Poole Dorset. BH15 4EL

*Helping You get  
more from the  
Boating World*

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