

COBBS QUAY BERTH HOLDERS MAGAZINE

March 2007



Your Fun Packed Magazine with

Cruise Stories

Red Diesel Up-date

Events Program

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Editors:
**Ian Wateridge and
Pete Hayton**

E-Mail:
editor@cqbha.co.uk

**Compiled and Published
by:**
Pete Hayton



Comments

RED DIESEL UPDATE

There has never been a more important time in boating, that will affect so many individuals, than the loss of our derogation of red diesel and permission to use it in pleasure boats.

You are on the brink of paying perhaps as much as **3 times the current price for your diesel.**

On page two we show we are not sitting idly in the sidelines, with letters from:-

From Rod Carr, Chief Executive of the RYA

From Graham Watson, MEP

Our Chairman's replies to both.

PLEASE let us all be united in our voice to the people that count. Help us to let the MEP and the RYA feel the strength of feeling. It would help if you let us know if you have mailed.



MAKE A DIFFERENCE

Jonathan Saunders

TWIN SAILS BRIDGE UPDATE

Read the latest information on the new lifting bridge and the onuses put on various individuals to ensure operations and safety procedures are met.

CRUISING STORIES

Also, in this issue, read about two new berth holder members who cruised to Bembridge and East Cowes with Cobb's Quay Berth Holders Association and their individual observations. Read about the West Country Cruise and the fun that went on and into making it such a success.

Catch up on the stories of one couple's introduction to boating and another's scary experience when all the gremlins appeared at once.

RED DIESEL UPDATE— WHERE DO WE GO FROM HERE

With the issue of derogation of Red Diesel being lost we as an Association have now been lobbying, both as individuals and as a group, MEPs and the RYA. We have received some replies and we quote them below.

From Rod Carr, Chief Executive of the RYA

'On the question of red diesel we are working with HMG to ensure a workable introduction of the new arrangements. We don't think there will be any price rise in 2007 as a new law has to be introduced. The civil servants are taking a sensible view about the time required to put in the new arrangements/facilities which as you know will take some time. I would have thought we should all be planning for 2008 or even 2009.

On the subject of petitions, yes we are aware of the link but, as we have said on our website, feel that the derogation has been lost and that our efforts will now go into helping HMG to manage a change to the new arrangements in a sensible manner.'

We have replied

'Rod

Thanks for the reply.

My take on Red Diesel is that we should lobby for it only to go up to European mainland rate (32 pence per litre?) and not road diesel rates as we do not get road diesel or use it on the road. This I think is more important than a delayed implementation.

This matter is a vital issue for motor boaters and a real chance for the RYA to demonstrate it represents motor boaters as proactively and strongly as it does sail boaters.

Yours sincerely

Jonathan Saunders

Chair Cobb's Quay Berthholders' Association'

From Graham Watson, MEP

'I write further to my email of 22nd November 2006 regarding the proposed changes in diesel duties for pleasure craft.

Further to policies laid down by the national governments, the European Commission ruled in December 2006 that the derogation for fuel used by private pleasure craft should end as it contradicts several principles of the European Union - namely its internal market, fair competition and the "polluter pays" principle. Please find attached a copy of the reply I received on this matter from Commissioner László Kovács, the Commissioner with responsibility for Taxation and Customs Union, for your perusal.

There are however certain questions which arise from the Commission's communication with regards to how the UK government acts upon this decision. In particular, the European Commission only specifies that a minimum rate of tax should be applied to pleasure craft. Currently, the European minimum is considerably lower than the rate charged currently on petrol and diesel in the UK. Elsewhere, the Communication from the Commission to the European Council (representatives of Member State governments) states that:

This matter is a vital issue for motor boaters and a real chance for the RYA to demonstrate it represents motor boaters as proactively and strongly as it does sail boaters.

“Should the expiry of the derogation cause difficulties in very specific or particular circumstances and provided that they respect Community law in all respects, the applicant Member States may adopt measures aimed at alleviating or mitigating problems of transition to the regime of standard taxation.”

I am interested to know how the UK Treasury intends to react to this decision and I have therefore written to the Chancellor of the Exchequer, Gordon Brown MP asking for clarification as to how the Treasury might be able to intervene in the event of the derogation expiry causing difficulties for boat owners and local industry and tourism.

Please be assured that I will endeavour to keep you updated on this matter.’

We have replied

‘Dear Mr Watson

Thank you very much for taking the time to respond to my correspondence.

I can understand the Commission’s stance on this but as you have stated below our interest now is in the method of implementation AND THAT TAX APPLIED IS KEPT TO EUROPEAN **AND NOT** UK ROAD DIESEL RATES (we receive a lesser standard gas-oil and **not** road diesel) that the Government intend to use and I support you’re approach to Gordon Brown.

Can you please keep me informed of any information that you receive, I am getting quite a number of enquiries asking if I know how things will be taken forward by members of our Association.

Yours sincerely

Jonathan Saunders

Chair Cobb’s Quay Bertholders’ Association’

The latest word is that this issue could take up to two or more years to finalise, which would mean that at least for this year there should be no real change in our boating situation. This does not mean that we shouldn’t be looking for alternative ways of continuing with our boating. There is a lot of talk around the marina of ways to cope with the tax burden and ways of burning less fuel. We will endeavour to keep our eye on the situation and feed back to all our members any viable solutions that come up in the future to help us all enjoy our boating. In the meantime please be assured that your association committee is doing it’s best to help to move things in the right direction.

Jonathan Saunders

Chair CQBHA

“the European Commission only specifies that a minimum rate of tax should be applied to pleasure craft”

OF COURSE YOU KNEW..... PETE’S TIPS

Travelling through the harbour at displacement speed instead of 10 knots can almost double your economy and take only 10 minutes more time to get out to the open sea.

Plan your journey to make use of the tides. Three knots of tide with you instead of against can give you an extra 6 knots over the ground.

Try running with less weight, fill up your water tank when you reach the marina not before you leave, 250 litres of water equates to a quarter of a ton.

Keep your bottom clean, it’s amazing how a few bits of weed and barnacles can drag the fuel out of your tank.

“TWIN SAILS” BRIDGE UPDATE SEPTEMBER 2006

Bridge Update - September 2006

Through my door arrived a letter dated 10th August 2006, from the Department of Transport's Transport and Works Act Orders Unit, concerning the application from Poole Council for the Twin Sails second Poole bridge.

It confirmed that the Secretary of State had decided to agree to the proposed Order - with some modifications - none of which were in respect of our concerns.

Briefly, as an Association and as personal objectors we were concerned that, where more boats wanted to exit from or enter the Backwater Channel than the gap between the bridges could take (maximum approx 50), then this was a significant danger risk – for example holding station, racing for the bridge, 'boat rage' etc. Our view was that in these cases both bridges should be lifted to allow all boats to pass through safely.



Poole's New Twin Sail Bridge Impression

This point has not been accepted by the Harbour Master (see the report of the meeting on the web site) nor the Inquiry Inspector/Secretary of State.

The essence of the Inspector's view is that inconveniencing a small number of leisure boaters is not an issue when compared with the advantages offered to car drivers, commercial vehicles and cyclists accessing and leaving Hamworthy. He did not accept the point about safety issues.

The full report can be read on the DfT web site www.dft.gov.uk/strategy/twa.

Essentially the main points are :-

1. Article 13(7) of the draft Order as proposed to be modified by the Council would empower the Harbour Master, in the event that he considers that the number of vessels seeking transit, taken with weather and tidal conditions, creates a safety hazard, to direct that both bridges be opened simultaneously to allow free flow of vessels.

You will remember that the Harbour Master does not consider there to 'automatically' be a safety hazard when more boats are trying to get between the bridges than the space can accommodate.

2. The in-principle proposed operating methodology has been subjected to a Marine Safety Risk Assessment by the Council. This considers a range of risks in the exchange basin, including collisions, fires, persons overboard, etc. The Assessment concludes: "... provided the Twin Sails Poole Bridge is properly managed with the correct operating procedures in place there is no reason for the current level of risk for marine safety to increase." The Risk Assessment would be taken into account when determining the bridge operating procedures. Ensuring a safe operating regime in the exchange basin would be an on-going process.

The key phrase there is **properly managed** and this management will be the legal responsibility of the Harbour Master not the Council.

3. Apart from emergency situations (see below), the bridges would be operated in two modes: standard and enhanced. Standard mode would operate for the majority of the time, namely when favourable weather and tide conditions apply, demand for transit of the exchange basin is for 30 vessels or fewer, and low air draft vessels are moving through the Backwater Channel with minimal restrictions.

Under standard mode, the bridges would be operated remotely from the Civic Centre Control Room. Enhanced operation mode would apply in unfavourable weather conditions, where exchange basin demand exceeds 30 vessels, or a vessel longer than 40 metres is programmed to transit the Backwater Channel. Details are set out in section 2.4 of the Safety

Assessment, and include the presence in the exchange basin of a harbour launch to assist with the management of transiting vessels. The programming of Enhanced Mode operation would be established by the Bridge Operating Board in consultation with the Harbour Master.

We hope that these reassurances will be honoured and that safety will be preserved by effective action on the part of the Harbour Master and use as marine users.

Some of the concerns we have and that remain are :-

The precise lifting regime the details of which according to the Inspector - '... should remain flexible' and which will be determined by the Bridge Operating Board on which we may not be represented.

The decisions are based on the Council '... allowing for the reasonable requirements of the vessels seeking to navigate the Backwater Channel'. This is heartening but must be read in conjunction with the view expressed later that there are manifest problems where '.... for the convenience of perhaps one boat user all road traffic must come to a stand'.

The Inspector did not accept that where the number of boats wishing to pass exceeded the capacity of the gap between the bridges this compromised safety. That is despite video and photo evidence and actual experiences.

We can draw some comfort from the Inspector's comments that :-

A marine emergency is defined in the Safety Assessment as an exceptional circumstance that endangers life, threatens serious injury or serious damage to vessels or property. The Bridge Operator, assisting the Harbour Master who would be in overall charge, would assess the situation, seek to contain or control the emergency by immediate action or by contacting emergency services. This may include stopping road traffic and/or evacuating the exchange basin by raising both bridges simultaneously.

The obligation on the Council to establish the Bridges Operating Board cannot be varied by agreement between the Council and The Harbour Commissioners as previously provided. - Hopeful - but both ourselves and MDL would like a place on the Board and this is unlikely.

The obligation of the Council to consult the Board, to vary its membership and to take into consideration its recommendation can only be varied by the Secretary of State. We hope this will extend to acting on the recommendations.

The situation is summed up in two paragraphs in the Inspector's Report.

The principal adverse impact of the second bridge would be on those seeking to navigate through the Backwater Channel. The need to wait in the exchange basin for a second bridge to lift would add significantly to transit time, and there would be occasion, probably rare, when the capacity of the exchange basin would be inadequate to accommodate all those seeking to transit, so that some boats would have to await the next lift.

These are matters of convenience, and, to my mind, the predicted additional inconvenience is substantially outweighed by improvements to journey time and reliability for road users of all kinds, including pedestrians, cyclists, buses and emergency service vehicles. I am satisfied that the Council's proposals would ensure that an acceptably safe regime would be put in place in relation to the exchange basin, and, indeed, the Agreement with the Poole Harbour Commissioner does not allow the bridge to be brought into operation unless and until it can be operated safely.

Jonathan Saunders
Chair CQBHA

The Inspector did not accept that where the number of boats wishing to pass exceeded the capacity of the gap between the bridges this compromised safety

EARLY CRUISE TO BEMBRIDGE

BY MARK BANFIELD ON HIGH STAKES

Cruising Diary, May Bank Holiday.

Bembridge Harbour, Isle of Wight.

Friday evening, 28th April

It was 19:45 and I was feeling a bit apprehensive. The Skippers' Briefing for the Bembridge cruise was about to take place and although I'd joined the Cobb's Quay Bert Holders Association (CQBHA) some time ago, this was the first time we'd actually been able to go on one of the cruises.

What were the other Berth Holders going to be like? Would they all be experienced old sea-dogs and think we were young upstarts? (Young? Well, perhaps not). Would they laugh at us because we only have a small boat? Does size really matter? Putting all these concerns aside, I resolutely strode up the pontoon to meet my fate. Helen chickened out and stayed on the boat.

I need not have worried. The Berth Holders turned out to be a super bunch and I was quickly welcomed into the fold. Kevin and Linda obviously knew exactly what they were doing and soon had us all organised. Having made some new friends and got all the necessary info for the next day, I returned to tell Helen the good news. I then got on with the passage plan for the following day.

Saturday morning, 29th April

Saturday dawned overcast but dry with a F3 NW wind forecast. Sounded OK to me! We all set off to catch the 10:30 bridge and I dutifully used the best BBC English accent I could muster in answering Kevin's radio check. Everything went well across Poole and Christchurch Bays and by 11:50 we were rounding the North Head buoy and entering the Solent. We kept up a good pace to Cowes whilst Peter steered 'Work of Art' around the boats so that Anne could get some good action shots. Helen decided to have a go too and we ended up with lots of photos of people photographing each other.



Helen taking Photos of Work of Art

We shot past Cowes at 12:30 and by 13:00 had reached the famous Bembridge Tide Gauge (I'm not too sure if it really is famous, but the chart seemed to make a big thing of it). Having been issued with dire warnings from Kevin as to the grizzly fate awaiting any boat which cut the corner in the Bembridge approach channel, we behaved ourselves and followed the channel markers in towards the harbour. There then followed some frenetic activity on the pontoon as the Bembridge dock staff endeavoured to get us all rafted up safely without getting their warps in a knot. They managed this in style and we ended up sandwiched between Martin & Kim on Miss 'B' Havin and Keith, Jan and Mike on Blue Escape. Shore power extension leads were connected up and in no time at all we were making the obligatory Cup of Tea.

We decided to wander around a bit and meet some of the other Bert

"I need not have worried. The Berth Holders turned out to be a super bunch and I was quickly welcomed into the fold"

Holders. This was easily accomplished as we had to walk over half of them to get to the pontoon! Nobody seemed to mind this and we added more names to our growing list of new friends. After a few drinks on various boats we decided to go ashore and walk to Bembridge City Centre.



Rafted up in Bembridge

The walk was fascinating; there are many houseboats moored in the harbour and the variety of designs and range of accessories adorning these homes was totally intriguing. Eventually our nosiness got the better of us and we ended up having a guided tour of one of the houseboats which was under construction (being designed and built single-handedly by an energetic 75 year old who had based it on a 1944 steel hull). We promised him we'd return and see it finished.

After a brief rest in the pub, we returned to the pontoon and after a bite to eat on board we enjoyed a very sociable Saturday evening aboard 'Work of Art'.

Sunday 30th April

Although the original plan was to travel back to Cobb's on Bank Holiday Monday, Kevin had decided that the forecast for Monday was not conducive to relaxed boating and we therefore set off from Bembridge at 13:20.

We had a cracking run back in a F3 – F4 W wind and ploughed easily through the occasional white horses to arrive back at Studland at 15:30. Some of the others were not so fortunate and experienced engine problems but other Berth Holders rallied round and made sure that everyone arrived back in Poole safely.

Once back on our berth we learned that a "de-briefing" was to be held in the Yacht Club at 20:00 so we duly attended and, as the evening wore on, so the stories of our weekend cruise became taller.

Footnote

Our next cruise with the COBHA was only 2 weeks after the Bembridge cruise; we crossed the channel for the first time. That gave us tremendous confidence and since then we have enjoyed a 2 week holiday on Guernsey and a 1 week holiday in the West Country without mishap. And all this on a 26' boat. Roll on next season!

Mark & Helen

"High Stakes"

*"We had a cracking
run back in a
F3 – F4 W wind
and ploughed easily
through the occasional
white horses"*



A Beautiful end of the day at Bembridge

Are You **GREEN BLUE**

Can you say that you are ecologically friendly to our Marine Environment?
Check yourself and crew against this RYA check list to see how you score.

QUESTION 1

Oil can sometimes contaminate bilge water, for example after an oil change or following routine maintenance. Have you ever used an oil absorbent spill kit on board your own or another boat to prevent discharge of oily bilge water?

- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

QUESTION 2

We all want our crafts to look good, but the majority of cleaning products contain phosphates and other chemicals damaging to aquatic life. Have you ever chosen cleaning products for your craft that are biodegradable or have a low environmental impact?

- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

QUESTION 3

If/when cleaning the bottom of your boat and replacing anti-fouling, do you collect and dispose of all anti-foul shavings or discoloured water in the appropriate waste area, ensuring there is no possibility of unnecessary anti-fouling entering the water?

- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

QUESTION 4

Have you ever read the environmental policy of a boating business from whom you purchased products or services?

- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

QUESTION 5

Some areas of the coast and inland waterways are designated SSSIs or Areas of Outstanding Natural Beauty for their rare or protected species. Have you ever researched the wildlife in the areas you visit, and whether they or their habitats are protected?

- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

QUESTION 6

Many items discarded from boat refits and repairs are now classed as hazardous waste, including paint tins, oily rags and old electronic instruments. Disposing of this waste incorrectly in the general refuse container incurs extra costs for the operator, however tempting it is to sling everything in the nearest bin. Do you dispose of rubbish responsibly in the correct waste container, avoiding litter and pollution?

- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

QUESTION 7

When buying a new craft, or new products for your craft, do you give consideration to environmental considerations, such as end of life use or recyclability?

- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

QUESTION 8

Do you comply with regulations not to release sewage in inland waters, follow good practice in coastal or sensitive waters and never empty your holding tanks less than 3 miles offshore?

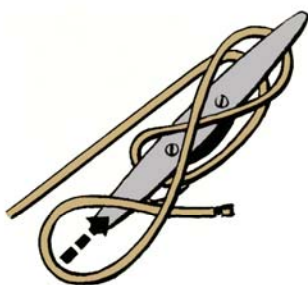
- ☐ Always ☐ Sometimes ☐ Occasionally ☐ Never

If you would like more information on THE GREEN BLUE visit [RYA - www.rya.org.uk](http://www.rya.org.uk) - Home

How did you Score?

*Please look after our Marine Environment in 2007 before the Government force us to.
We all know that will come at a cost that may put boating beyond our resources.*

Getting All Tied Up.....by Pete Hayton



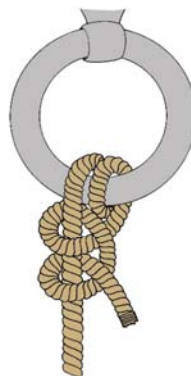
Belaying a Rope

Useful knot for tying up a boat to a cleat.



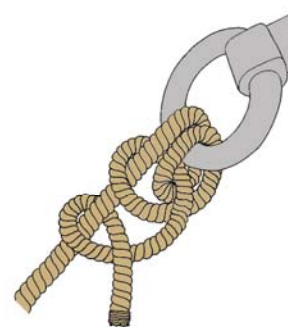
Pipe Hitch

Good Hitch for mooring onto a Bollard or Pipe Cleat



Round Turn with 2 Half Hitches

Ideal for tying off Fenders or Boat to a Mooring Ring



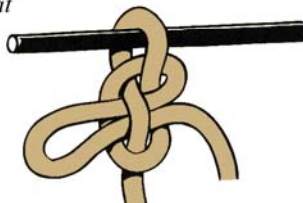
Fisherman's Bend

Ideal knot for Mooring Rings in Harbour Walls



Taut-Line or Rolling Hitch

Good Hitch for locking onto a larger line for mooring or hauling in, can be left or right handed



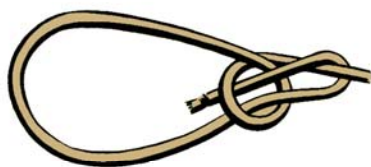
Mooring Hitch

Suitable for short term mooring Tenders onto another line or rail.



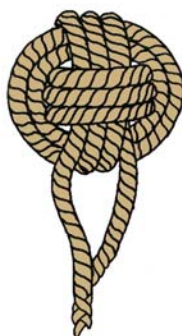
Clove Hitch

Hitch suitable for Fender tying or short term mooring onto a rail



Bowline

An ideal Knot for making a loop in the end of a rope, good for mooring lines



Monkey's Fist

used on the end of a heaving line to give more wait for throwing



Sheepshank

Best Knot to use for shortening a rope



Bowline on the Bight

Makes a non slip hitch for use as a Bosun's Chair or lifting chair where no sling is available



Fisherman's Knot

Two Simple Knots that can be used for the temporary joining of two ropes, easily untied



Slippery Sheet Bend

Simple Knot that can be used to slip a rope from another even under pressure

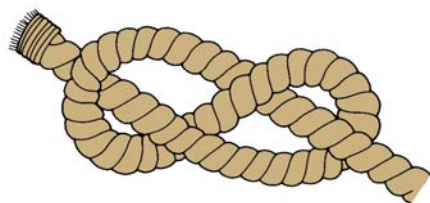
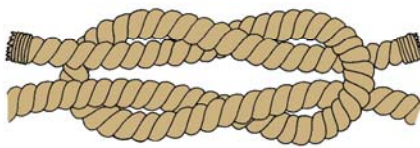


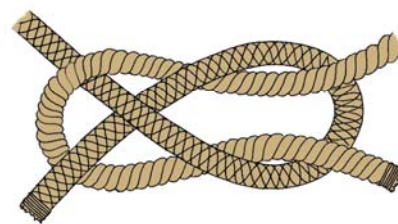
Figure of Eight Knot

Used as a Stopper Knot to stop sail sheets running free



Reef Knot

Used for joining two ropes of similar size



Sheet Bend

Usual method for joining the end of one rope to another

NEWCOMERS CRUISE TO EAST COWES

BY ROBERT AND ANGELA MILLER OF MILLER'S FOLLY

A simple piece of paper placed on our boat was our first knowledge of the existence of "The Cobb's Quay Berth Holders Association". As total newcomers to boating this season, Angela and I, in "Miller's Folly" a 33' Doral sports-cruiser approached our first Berth Holders' cruise with some trepidation.

Having decided that Cobb's was for us, this seemed a logical group to join and so we sent off our application form and fee and received our membership card and welcome pack. This was followed by an e-mail inviting us on the "Newcomers Cruise" where we would join fellow beginners in exploring further from base than perhaps we would have done. A quick download of the booking form and we were lined up for our trip. An e-mail a few days before the trip gave us a very well put together set of cruising notes, with every aspect of the trip covered including tide information, waypoints and all the other bits of information needed for a safe journey.

There was a briefing on Friday night and it was here that we started to have butterflies. Ken Wragg gave a no holds barred briefing, warning us of such "perils" as wind over tide, force 5, and the highest spring tides for 20 years. Us beginners started to look worryingly at each other, but then were settled by Ken's comment that the crew would give up long before the boat ever did and no risks would be taken. However, 2 or 3 of the more nervous crews withdrew overnight to leave a flotilla of 22 boats, from 6 metres to 16 metres making the voyage.

Saturday morning at 07:00 and you would have wondered what Ken was on about. The wind had dropped, the sun was breaking through and it looked like perfect cruising weather. By 07:45 the wind had picked up and we began to understand the warnings. Still, we decided that the only way to gain experience was to find out and the best way was in experienced company so we prepared to set sail.

The original plan was to head off in 3 groups, allowing for differing boat sizes and cruising speeds but this was adjusted to two groups. The idea was for the larger of the two to lay a wash down and make it easier for the smaller boats to withstand the bigger waves. The first group went out on the 09:30 bridge and at about the same time Angela and I slipped round to the fuel berth to fill our tanks. Switching the VHF radio onto dual watch channel 16 and channel 6 (this was our ship to ship station) we listened to the first group going through their radio checks. Names that were to become very familiar to us over the next 36 hours were called and responded.

Having fuelled up we drifted quietly down to the 10:30 bridge and it was here that we heard the first slightly worrying VHF message. "Classy Lady", fellow newcomers had a wave break completely over their bow and were asking "what do we do"? Instantly the situation was taken in hand and expert advice on trim tab adjustment, follow my leader and speed reduction was dished out. With a couple of experienced skippers escorting them, Jonathan & Mary were able to continue with some confidence and showed the benefits of cruising in company.



Crossing Poole Bay was Rough

It was only when we reached the chain ferry did we realise quite how choppy the seas were and we quickly latched onto the stern of "Solaris", a Sealine S34 and allowed them to "iron" the sea in front of us. Watching the way they were tossed about made us realise we were in the best position and Angela then noticed we had almost a conga of boats all looking for a similar benefit. Whilst following an experienced skipper is a very simple way to navigate, we were really pleased to note that our route that we had taken from charts and then put into the chart plotter was identical to the route we followed. That Day Skipper course was obviously well worthwhile.

Unbeknown to us, Channel 6 is the one that the fishing boats all use and we were quite amused to hear Johnny Cash being played at some volume over the airwaves. It was only later that we were told the fishermen consider this their own "private" channel and this was their way of drowning



Miller's Folly in the Solent

us out. Not the most sensible of behaviour on their part, but our request for something by Jim Reeves bought a comment inappropriate for this article!

Our convoy reached Hurst Point and the sea became calmer in the lee of the Island and at this point a few of our group decided to break off the tail and formed their own smaller party and picked up speed towards Cowes. A few hoots and yahoos suggested a lot of enjoyment wave hopping!

Entering the Medina River, the number of boats, sail, motor, ferry, commercial, grew exponentially and we had to have our wits about us navigating a fast flowing tide. Without hitting anyone, we found ourselves at East Cowes Marina and our group being carefully organised into large pen type berths by Kevin, Linda and other experienced crew. Panic washed over me! Firstly we were having to raft-up, (never done that) then we were on a tidal river (never had that) and finally we now had 50 pairs of eyes on us as we were to be the last boat to dock (cannot do this)! But Neptune was on our case we slid stern in and rafting up alongside like an ancient mariner. Helping hands took our lines and never has a pair of engines been turned off so quickly. Hooray, we were there!

What now?

As we secured the boat it seemed a party was already in swing on board "Princess Adri-Ann" and we watched timidly from a distance wondering whether it was a bit cliquey and unsure what to do next. Kevin then gave us a simple piece of advice, "the noise is where it's at, just wander over and join in". So we shuffled nervously along the pontoon to find an immediate welcome, exchange of names with everyone (how many will we remember) and a glass of wine each. That was it; we were part of the party, as was everyone, and the fun and laughter never stopped. After about an hour, the group dispersed, some to wash down their boats, others to eat and a large number of us tripping down to the chain ferry and a trip into Cowes town. Almost village like in appearance, Cowes is a boaters dream, chandlers, nautical clothing and seascape art shops are very much to the fore with restaurants, pubs and tea shops offering a wide choice of eating and drinking options.



Princess Adri-Ann party

The pre-dinner rendezvous point was alongside "Girl Fisher", our 16m safety vessel with Clive and Gill Snow providing endless jugs of fruit punch, very nice too, and everybody chatting, looking at each other's boats and generally swapping stories and anecdotes. Angela and I felt immediately at home and were almost "old hands" now.

Dinner was being taken at a "Brewers Fayre" restaurant attached to the Marina and we all drifted up to be sat in informal groups of 4, 6, 8 and 10 as requested. We found ourselves on a table with Sharon and Neil from "Taffy", Ted and Carol from "Paradigm Shift", Kevin and Linda (our organisers) from "Reality" and finally Jonathan and Mary from "Classy Lady". Mary still looked terrified and I am not sure she did not still have her lifejacket on under her clothes! Talking with her and Jonathan, we found out that they were total newcomers to boating and today had been their first trip out of Poole Harbour. What an initiation. But undoubtedly the best way to safely gain experience as at some point they will be caught in changing weather and need to know how to cope with angry seas. As we chatted there was a definite feeling of accomplishment by the beginners, which would not have happened had we been in flat seas and no wind. Much wine and beer later, we drifted back to our boats and a good night of sleep followed.

Rising early on Sunday, the sun was shining, the wind had dropped and an absolutely glorious day was in store. Soon the smell of bacon was drifting around our group as everyone starting removing covers for an al-fresco breakfast. "Good Morning, beautiful day" was the standard greeting and this time it really was, no



“Anyway, what followed was our finest 10 minutes of boating yet with Peter (Work of Art) sitting alongside at about 30 knots, Anne snapping away whilst trying to hang on”

false dawn today. With no rush, we went and collected the Sunday papers and set about relaxing in the sun and catching up on the news.

As the morning drifted by, discussions were taking place as to departure times, tidal streams and heights, and bridge lifts at Poole. It seemed that the 16:30 lift was the one to go for and so gradually the group readied itself for departure. The first boat to pull away was “Ray Fisher” with Phil and Fiona on board. This was the slowest boat and therefore needed a bit of time in hand. Shouts of farewell and they were gone, or so we thought. As they hit the river tidal flow, their engine cut out and they started drifting upstream without power. The next thing I heard was the ROAR (and I mean ROAR) of our safety vessel “Girl Fisher” kicking into life and performing a 1800hp 180 degree turn to go to their rescue. (I later wondered whether these boats were related!) Thunderbirds could not have reacted quicker. It was impossible to see exactly what happened next but within minutes “Girl Fisher” was back with “Ray Fisher” in tow. The diesel filters had a bug in them and all power had been lost, the actual fuel line had a large piece of mastic sucked in it from the tank which had prevented the diesel getting to the engine. Once again this showed the benefits of cruising in company! Clive and James were now in their element set to fixing the problem and making sure that “Ray Fisher” was able to continue its journey.



Quality Time with the papers.

One by one the boats set off from the Marina and “Miller’s Folly” reached the Solent along with “Taffy”, “Kamadaze” and “Blue Equity”. The plan was a free trip back with Peter & Anne on “Work of Art” taking a collection of “action” photos. The sea was like a millpond and I set the throttles full forward and Miller’s Folly was up on the plane and away. 20 – 25 – 30 – 35 - 40 knots and then the VHF sparked into life. “Miller’s Folly, Miller’s Folly, Miller’s Folly, this is Reality, Reality, Reality”. I responded where upon Kevin said “slow down or you will not be in any photographs.” I thought “Work of Art” was ahead but in fact Peter was desperately trying to catch me. Anyway, what followed was our finest 10 minutes of boating yet with Peter sitting alongside at about 30 knots, guiding us with hand signals as to what he wanted us to do and Anne snapping away whilst trying to hang on. We cannot wait to see the results. Peter then dropped back and Anne took more and more photographs of other boats (it turned out they took over 500 on the return journey alone) and in convoy with “Taffy” we headed towards Poole.

Reaching the harbour entrance a bit early we radioed “Taffy” and decided to head for Studland and anchor up for a while. However, we were beaten to it, Hugh and Di on “Mega Lira” were already tied up on a mooring, and the invite was out for tea. We rafted up (no problem now for us old hands!!!!) and “Taffy” joined up on the other side. The kettle was on and soon we were sat on “Mega Lira”, with tea and cakes, how civilised and terribly English!

Reluctantly we all separated and quietly made our way to the bridge. The harbour was very busy with every type of craft on the water but nothing prepared us for the number of boats waiting for the bridge. We were only just in the small channel and the basin was full. No doubt everyone had been taking advantage of possibly the last great day of the summer. More and more boats

joined us and we guessed at over 100 craft waiting. Suddenly huge blasts on a horn filled the air and one of the crazy skippers on the charter boats off Town Quay was “coming through”. With no consideration for anyone and from the safety of his large steel vessel he had us running in every direction. It was just a pity that the Harbour Master could not have seen this reckless behaviour. Peter on the VHF said that Anne was camera at the ready to photograph the mayhem but amazingly everyone managed to get out of the way.

The bridge lifted and the boats started to move forward. As Cobb’s Quay first came into view, there were already boats pulling onto the pontoons. We arrived on our berth, managed another perfect mooring (the odds are now stacking up for a disaster) and as we secured the boat there was a message on the VHF from “bridge control” requesting boats go though the bridge side by side. It was now 17:15 and the 16:30 bridge was still up. Thank goodness we were not in the car waiting!

The odyssey over, we set about cleaning down our “perfect lady”, and reluctantly we drifted up to the car, saying our goodbyes and thanks to our fellow trippers on C pontoon.

In closing, we would recommend this type of organised trip to newcomers and old hands alike. We now feel a lot more confident in our boat and ourselves, and we are really looking forward to another longer trip with the Cobb’s Quay Berth Holders next season. Our thanks must go to Kevin and Linda for their excellent organisation and to everyone else who made us so welcome and helped us enjoy a memorable weekend.

“There is nothing - absolutely nothing - half so much worth doing as simply messing about in boats.”

So said Rat to Mole in Kenneth Grahame’s “Wind in the Willows”.

And do you know what, he was absolutely right!



Cobb’s Quay Rally at East Cowes Marina

Robert & Angela Miller

“Miller’s Folly”

C108

“Our thanks must go to Kevin and Linda for their excellent organisation and to everyone else who made us so welcome and helped us enjoy a memorable weekend.”

The BEAUFORT SCALE

Specifications and equivalent speeds for use at sea

FORCE	EQUIVALENT SPEED		DESCRIPTION	SPECIFICATIONS FOR USE AT SEA
	10 m above ground			
	miles/hour	knots		
0	0-1	0-1	Calm	Sea like a mirror
1	1-3	1-3	Light air	Ripples with the appearance & scales are formed, but without foam crests.
2	4-7	4-6	Light Breeze	Small wavelets, still short, but more pronounced. Crests have a glassy appearance and do not break.
3	8-12	7-10	Gentle Breeze	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses.
4	13-18	11-16	Moderate Breeze	Small waves, becoming larger; fairly frequent white horses.
5	19-24	17-21	Fresh Breeze	Moderate waves, taking a more pronounced long form; many white horses are formed. Chance of some spray.
6	25-31	22-27	Strong Breeze	Large waves begin to form; the white foam crests are more extensive everywhere. Probably some spray.
7	32-38	28-33	Near Gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.
8	39-46	34-40	Gale	Moderately high waves of greater length; edges of crests begin to break into spindrift. The foam is blown in well-marked streaks along the direction of the wind.
9	47-54	41-47	Severe Gale	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility.
10	55-63	48-55	Storm	Very high waves with long over-hanging crests. The resulting foam, in great patches, is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes on a white appearance. The 'tumbling' of the sea becomes heavy and shock-like. Visibility affected.
11	64-72	56-63	Violent Storm	Exceptionally high waves (small and medium-size ships might be for a time lost to view behind the waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.
12	73-83	64-71	Hurricane	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.

“To a Yachtsman the wind is free power, to a Power Boater it’s a sign of a choppy run”

We’ve heard quite a few rough sea stories over the years, some would be worthy of a book or film.

The Editor would love to hear your stories.

If you’ve got any rough sea stories in your archives then tell us about it in our next newsletter.

NICK AND ROSE DEWAR'S WEDDING DAY



Signing the Register

The 21st of July 2006 saw a very special day when two lovely people from two sides of the world got married. For Nick and Rose it was a dream come true, at last, after all the too-ing and fro-ing they were going to spend the rest of their lives together. And what an amazing day, perfect couple, perfect weather, perfect ceremony and the reception at Cobbs Quay, totally spot-on. The registrar's office was packed to hear Nick and Rose say those famous words and we then promptly covered them with confetti, then off to Poole Park for the posh photographs and an ice cream (to cool off). We then toddled on to Cobb's Quay where we,



Nick & Rose with the Cobbs Quay Guests

Nick and Rose, Steve and Bev Pittar (Kamadaze) and Annie and myself, had previously pushed up the boats a bit. A rather apprehensive Nick had said, after we had helped him decorate his boat first, what are you guys going to do now?...ahh... Nothing Nick...Honest!! Boy did we have fun!!



Boats All Decorated

The Pontoon Reception was a fantastic do with everybody having a thoroughly sunny happy time, everybody had changed into party clothes suitable for the sun and boaty feel, creating a colourful Caribbean look to

the pontoon. Nick and Rose had organized the food for their wedding feast themselves, being chefs and all, and did we all have a treat, exotic dishes from the Philippines, seafood delights and a little bit of traditional to finish off. Once we had all eaten and praised the caterers numerous times we had the traditional speeches, in not so traditional surroundings and clothing, and the toasts and cutting of the cake. It has to be said that Rose changed her attire at least three times to my knowledge which made it fun to track her down at times, could this be a little wedding tradition from the Philippines maybe? After all the formalities the party began in earnest with the girls taking over Work of Art as the dance boat and if any man dared try and board they were greeted with calls of Off...Off...Off. Rose had a rock'n'roll and got a little bit giggly but hey.....it was such a good party.



Cutting the Cake



The Toast



Balloons and Cocktails

Nick was dishing out a cocktail punch, of which most of us had no idea of it's contents, and Pimms was on the go from the other two boats, typical boaties having fun. To be honest I don't think I saw anybody drunk but they

were all very happy and that made it a great party for me. The revelries carried on till after dark when Nick and Rose were whisked off to a hotel, organized by Linda Butler, and we all had time to reflect on the day and the happiness that everyone felt for the happy couple. We were all so pleased that it had all come

together so well. This was an occasion that will stick in our minds for a very long time.

Thank You Nick and Rose for giving us the chance to join in with your wonderful wedding and we all wish both of you a long and happy future together.

By Pete Hayton "Work of Art" C24



Rose Rock'n'Rollin'



Party goes on as the Sun sets

DOUBLE WHAMMY – was it just a coincidence?

Picture the scene if you will.....

On Sunday morning, two friends drive to meet us in Hythe Marina. After coffee and a chat, we decide on the spur of the moment to go for an alfresco lunch at Mercury Marina. There's a brief opportunity to open up the engines in Southampton Water, before settling down to the 6 knot speed limit in the River Hamble. It is very rare for us to have 4 people on board, so are we imagining that the engines seem to be working harder.....?



Solaris settling down for the homeward trip

After a pleasant lunch, we drop our guests on the outside pontoon at Hythe and set off towards Calshot and into the western arm of the Solent. The weather is warm and sunny, with a gentle breeze. Even so, there is always a moment of anxiety as we round Hurst Castle – what will the conditions be like across Christchurch Bay with a strong

Spring tide against us? It is a relief to see smooth water – with barely a ripple, so we

settle down for a comfortable crossing, aiming to make the 18:30 bridge. There are the usual few lobster pots around North Head buoy – and the usual mutterings from the skipper about the fatherless people who put them there! As we pass one of the buoys, we suddenly see a thick rope – about 30 foot long and about 1.5 inches in diameter, trailing away from the buoy and right in front of us. Too late – we hit the rope.....

While crew starts muttering silent affirmations 'I am calm and confident...', the skipper thrusts the throttle levers into neutral, stops the engines, kicks up the out-drives and peers over the bathing platform. No rope is visible around the props, but the blades on one set of props are bent. The skipper returns to the helm and slowly increases the revs to get back onto the plane but an ominous vibration is felt – confirming the prop damage. After some experimentation, the boat settles into a reasonably comfortable 10 knots, with one engine doing 2000 revs and the damaged one doing 1000 revs. At this speed, the effects of the adverse tide are more noticeable and the 18:30 bridge is no longer guaranteed.....

The skipper is cursing, but the crew is relieved that the journey home is continuing – albeit at yacht speed! Good progress is maintained until we reach Christchurch Ledge, when an alarm sounds. The crew tries to keep calm – guessing it is an overheating alarm from the stricken engine.

It turns out to be the bilge alarm. The crew is instructed to take the helm while the skipper lifts the cockpit floor. He finds water up to the bottom of the engines and starts using the hand



Crossing Christchurch Bay at 10 knots

*"The skipper is
cursing, but the crew is
relieved that the journey
home is continuing –
albeit at yacht speed!"*

bilge pump to assist the electric one. By now the crew starts mentally rehearsing the VHF procedure for a May Day call

The level of water in the bilge is reduced and the journey resumes with periodic role switching – the crew helms the boat, while the skipper pumps the bilge. The boat clears the Haven at 18:10 - so there is still a chance of making the 18:30 lift - if there are lots of boats queuing. We join the end of the queue and limp back to our berth. Should we now organise an emergency lift out – to prevent the boat sinking on its moorings.....?



Heading home at Yacht speed.

The skipper pumps the bilge dry again and then we wait for an hour to see if any more water comes in – but it doesn't. The skipper then turns on the engines again and water pours in! So we conclude - with relief - that it must be a leaking hose rather than a cracked hull – which should be cheaper to repair! We decide it will be ok to leave the boat in its berth overnight and plan a full investigation the next evening in better light. Needless to say, the skipper just pops down to Cobb's Quay on the way to work – just to check

After closer inspection, the skipper discovers a hole in the heat exchanger. Surprisingly it is not the result of corrosion – but a manufacturing fault concealed by paint and hose clip for 3 years! So did hitting the rope dislodge the paint on the hole – or were the two problems unrelated? Perhaps we already had a lot of water in the bilge when we arrived in the Solent? We will never know, but the moral of this story is.....

Check your engine bay after every trip.....

Ivor Moorhouse (Skipper) & Carol Turner (Crew) of Solaris C35

“By now the crew starts mentally rehearsing the VHF procedure for a May Day call”

QUOTES FROM OLD SEA-DOGS BY PETE HAYTON

A few little thoughts to muse over as time goes by.....

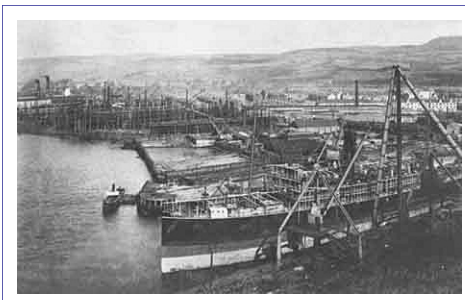
- 1 Before I had a boat I had nothing, now I have a boat I still have most of it.
- 2 My wild oats I sowed when I had a speedboat have now turned into prunes and All Bran.
- 3 I finally got my head together when I bought a boat.....now my body is falling apart.
- 5 When at sea and I think all is not lost.....where is it?
- 6 It is easier to get older than it is to get wiser.
- 7 The only time the world beats a path to my door is when I'm in the heads.
- 9 When I got a boat it wasn't hard to meet expenses they were everywhere.
- 10 When I'm onboard I spend a lot of time thinking about the hereafter.....

I go to get something and then wonder what I'm here after.

SHIPWRECK STORY

THE SINKING OF THE S.S. KYARRA

The 6,953 tons steel cargo and passenger luxury liner Kyarra was a beautiful Steam Ship built on the River Clyde by Denny Bros in Dumbarton and launched on 2 February, 1903 for the Australian Steam Navigation Co. Ltd. After ten years carrying cargo and passengers to and from Australia, she was requisitioned by the British government in October 1914, painted white and fitted out as a hospital/troop ship.



The Kyarra under construction at Denny Bros. Shipyard

The Kyarra had an eventful 1st World War career during which she saw service at Gallipoli, landed Anzac Expeditionary troops in the Dardanelles and brought many injured soldiers back from Europe. Three months before the end of the war she was decommissioned and sent to London, where she was refitted and loaded with a general cargo to be shipped back to Australia, along with a large number of war-wounded. On the 24th May 1918, she sailed from Tilbury for Devonport, Plymouth, where she was to embark 1000 war-wounded Aussie soldiers. On 26th May however, passing the Dorset coast at a good speed and in quiet waters she was torpedoed in her port side amidships, instantly killing six crew members. At first it had been thought she had struck a mine and the Skipper turned for Swanage in an attempt to beach her, but it was soon realised that she had been torpedoed.

The German U-boat UB-57, skippered by the German submarine ace Oberleutnant Johann Lohs, had hit and sank the P&O liner Moldavia off the Sussex coast just two days earlier. The skipper Captain William Smith immediately ordered the crew to abandon ship and the Kyarra nose dived into the dark waters off Anvil Point in less than ten minutes.



Artist's Impression of the German Submarine

The wreck of the Kyarra now lies in approximately 30 metres of water about 3/4 mile SE of Anvil Point Lighthouse. She is one of the most dived shipwrecks in Britain and with good reason. Her cargo consisted of, among other things, Marmite, perfume, champagne, Russian stout, wine, Worcester sauce, bottled vinegar, bales of black silk and fabric, sealing wax sticks, photographic processing trays, ladies silver purses and gold watches, ceramic tiles, medical supplies, ointment in china pots and gold pocket watches.

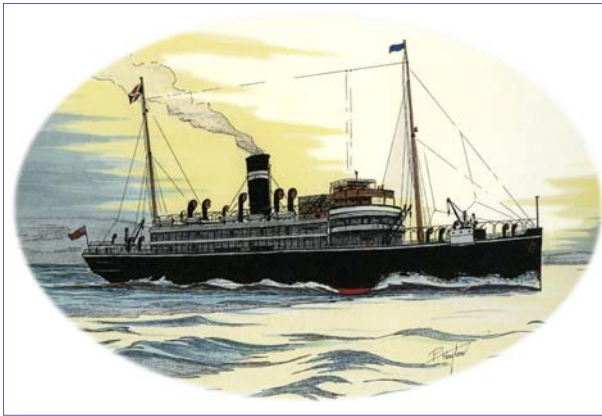
She lay undiscovered and marked on the Admiralty Charts as a shoal sounding until 1966 when she was found by a lady member of the Kingston Sub Aqua Club while investigating the shoal. Thinking they were going to dive an obstruction thought to be a reef, you can imagine their shock and surprise to find a 500 ft liner in near perfect, untouched condition (every diver's dream). This now famous wreck is well plotted at location: 50°34.90N; 01°56.59W but in 1966 the wreck was considered to be nearer to St. Aldhelms Point. The dive club soon set about trying to discover the name of the ship they had stumbled across and found her to be the Kyarra, after checking the manifests of all the ships known to have sunk on the Dorset Coast. They eventually found a serial number of a stick of sealing wax that matched one they had found in one of the holds.

*“the Kyarra nose
dived into the dark
waters off Anvil
Point in less than ten
minutes”*

The Kingston Sub Aqua Club decided to see if they could buy the wreck from the Government's receiver of wrecks and in 1967 they bought the ship for £120. All ships lost in wartime that had been requisitioned by the Government of the time were paid for if lost in action. The Kyarra was salvaged in earnest for three or more years and became known as the Ship made of Brass as so much brass was used in her construction.

I was lucky enough to dive this wreck on many occasions, before it became too well known, with one of the owners. I have some wonderful souvenirs to adorn various shelves the - best of which was a most beautiful hand made perfume bottle, complete with perfume (a very rare find at the time) the smell of which I have yet to find better.

One of my dive buddies found the most coveted of prizes....the KYARRA name from the bow in very large brass letters; it took weeks to retrieve them and made the news. Another friend retrieved a three and a half foot, ten and a half pound lobster from the same hole as we had seen a seven foot conger the week before. There are many stories of the Kyarra, some good some not so good, if you see me around the marina or moored up you might get me to part with the odd one..... Happy Days.



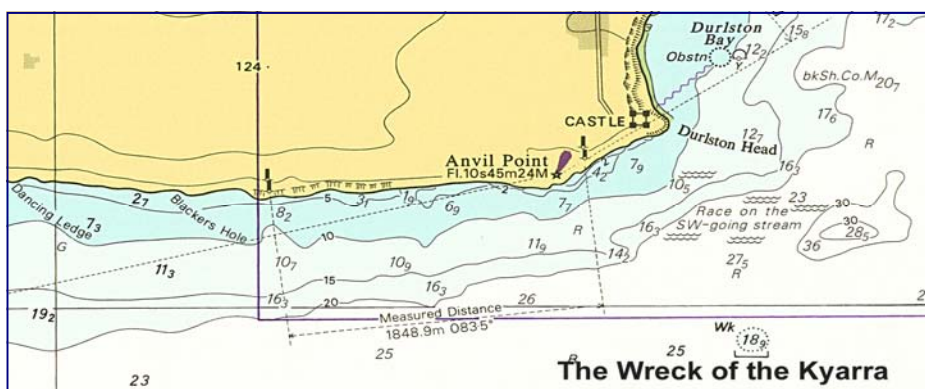
Artist's Impression of the S.S. Kyarra

The next time you head west to Weymouth or beyond and are passing close in by Durlston Head and Anvil Point lighthouse, at slack water, look out to sea and you'll probably see a group of ribs and inflatables strung out over 500 ft or so with their dive flags aloft. These guys and gals will be diligently hunting for a souvenir to remember this famous but now well broken up wreck by and won't appreciate any motorboats going too close to take a peek. We all know what a divers 'A' flag looks like and if seen we should always give them a wide berth. Divers don't always surface near their safety boats and none of us would like a mangled diver on our conscience.

Have fun with your boating in 2007 and always have a smile on your face.....Work of Art might just be close by with their camera!!

Story and Paintings by Peter Hayton, Work of Art, C24

"The Kyarra became known as the Ship made of Brass as so much brass was used in her construction"



Summer Cruise to the West Country

By Kevin and Linda Butler



Kevin and Linda on Reality

With the promise of good weather on most of the long range forecasts, I was hoping that the end of July would continue with scorching days and light winds! However, as is well documented, the weather forecasters rarely get it right. As the time got closer to departure, Falmouth looked a marina too far! Friday night was glum for the weather would only give us a small window of opportunity, leave early or stay at Cobb's until Wednesday or Thursday! We knew that there was a commercial lift arranged for 06:30 so we accompanied the vessel and set off bound for Torquay knowing that, as we travelled further west, the conditions would get worse. We were not disappointed as the sea state did change during the last 10-15 miles with the smaller boats only making about 15 knots. Our departure was just 30 minutes too late! The first boating casualty was near Weymouth, fuel starvation was occurring which proved to be a blocked breather pipe, fortunately this boat rejoined us the following day in Torquay. On arrival at Torquay the bigger boats moored in the visitors' area and the smaller vessels proceeded to refuel at Brixham. With a now enforced stay at Torquay, newly planned events came to the fore. Cinema trip en masse and a wedding anniversary celebration (30 people on a boat must be a record)!



Neil & Angie's Anniversary Bash

"Happy first Anniversary Angie & Neil"

With the wind still fluctuating a small window was available on the Wednesday, not long enough to get us to Falmouth but a rearranged arrival time at Queen Anne Battery, Plymouth. We needed to move as there were no more bargains in the sales, my crew had them all!! Off we set, well nearly all of us! One of our boats failed to start, even coaxing the starter with a hammer failed but the skipper was happy to stay and catch us up. With most of the fleet already on the way, another vessel was also prepared to stay. Considering the forecast the sea state was acceptable, some of the exposed headlands were lumpy but on most of the journey 20 knots or above was achieved.

Our arrival at Queen Anne Battery was through the east of the breakwater. We all waited as the vessels each moored in turn helped by the dock staff. QAB is well worth a visit as the proximity of the marina to the Barbican is ideal. Its varied restaurants mean you could dine around the world in just the one place. The children were kept busy as they assisted those wishing to take the tender to the steps rather than the walk round from the marina. The bags that came back due to the sales being on was a continuous flow. Well it was on my boat! The added bonus of this weekend was that the British Power Boating Grand Prix was in the Sound, along with the Honda 150 and 225 class championships for support. We were able to secure pit side team passes and viewed the Class One's right up close. The ten million budget for each team for one year would seem a lot, although once up

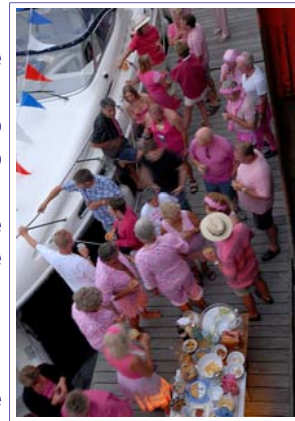


Kevin chats to Steve Curtis

*"As the time got closer
to departure,*

*Falmouth looked a
marina too far!"*

close you can see the state-of-the-art machines and the V12 Lamborghini engines. (Servicing is £365000 every two races, we know boats cost a lot!) As a viewer of the races on TV to be close up was mind blowing, to speak to the six times world champion Steve Curtis and get his autograph was even better. With a party to go to (Steve Curtis declined my invitation to join us, I don't think he had anything pink to wear!) it was time to prepare for our **Posh Pink Pimms Party** on the **Pontoon** in **Plymouth**. I thank everyone for their efforts and participating in this event. I believe some of the pictures have been fabricated and doctored, especially the ones of the lady in Pink!



Posh Pink Pimms Party

Race Day beckoned and, after being out on the first practice day in a tender, we were able to go and watch for the second day running on board "Work of Art". After staking our place on previous days we were now quite adept at being in the right place at the right time. We ran on the line parallel to the start and were no more than 100 metres from the boats as they raced to the first corner at 160 knots. After monitoring race control we heard that a boat had crashed. Little did we know that the boat we had had our photographs taken in front of was now a 1 million pound write-off. "King of Shaves" had made the national news and great camera work on the inside showed just how quickly the cockpit filled up with water. For the record, Andrew, Adrian and myself did not claim salvage on the boat, we merely picked up disregarded pieces to keep for posterity!



"We were no more than 100 metres from the boats as they raced to the first corner at 160 knots"

Monday was our "Princess" factory tour so we hired a mini-bus and arrived in three groups, 42 in total. A large number to take round any establishment let alone a working production boating giant. After all signing in and having safety glasses issued we were entertained by the staff with hot drinks before being divided into two groups. With a very competent and interesting tour guide both groups were impressed by the workmanship and scale of the production lines on all of the current models that we saw. Both big and small the scale of work was immense and the automation of the lines impressive, along with the organisation of the off site logistics to complete and fit the boats to the required specification. The new fly bridge boat for the Southampton Boat show was also there, eagerly awaiting its completion to take its place among the pedigree of "Princess" boats that have gone before. We thank "Princess" for allowing us to see their boats close up and personal, all our questions answered and gifts gratefully received. We now have a better insight into how our own boats are perhaps made. Now we all want to aspire to the "Princess" Dream and look forward to seeing many of the boats we saw in build at the Southampton boat show. Thank you "Princess" Yachts for the



Caps off to the Princess Factory Tour.

wonderful day, one we all will remember.

With the prearranged events now behind us and the dream of Falmouth gone for this year, a hastily planned diversion to the River Dart was arranged with the most helpful of harbour masters, who found us all space on the Dart in the deep water moorings for two nights. The journey there was excellent on the Tuesday, bright sunshine and flat seas. The river Dart beckoned but we took a little detour up the Salcombe river for a couple of hours to admire the scenery before continuing our journey to the Dart. Our arrival was imminent and we proceeded to the deep water moorings where we were greeted by the Rob the assistant harbour master. His knowledge of the area is immense so if you need some information or history of the River Dart ask and he will not let you down. With no electric hook up or water to replenish supplies you need to be full up on all accounts, tenders or taxi the only way to the shore added a little adventure to the event. With



Salcombe stop off.



Kevin thanking Rob for all his help.

two nights planned before returning to Torquay, two boats departed up the river fully laden with extra crew, one to Totnes, the other to Dittisham, The Totnes boat had rescued Ivor's hat, a feat not easy with 12 on board. The other boat picked up a buoy at Dittisham, applauded by yachtsmen as a textbook pick up. (They must have a strange breed of Motor boater where they come from!) Once back and forth across to the landing stage with nine potential customers we arrived at the Ferry Boat Inn. It was busy and we wanted to ex-

perience the food, however our money was not good enough and, under the knowledge that takeaways were not available, we left pondering would we make the effort again to return, our illusion shattered?

With departures planned for Thursday, engine checks were undertaken and what a good job I did. I had dumped 1.5 litres of engine oil in the bilge through the dipstick due to a split "O" ring. (Thanks to Peter on "Amanha" who had a spare!) Panic over and ready to continue only to find flat batteries!! In a crisis cruising has its benefits, supply leads from other boats with inverters and portable generators emerged and we were recharged for the short term, panic over! Two of our boats failed to make the Dart, "Hullabaloo" had lost all steering and went straight on to Torquay assisted by "Distraction". With the daily weather report delivered by the harbour master (great booklet) a meeting was held to discuss our plans and options. The weather was due to break and with the long range looking decidedly shaky 5 vessels left for Poole direct, the remainder bound for Torquay as planned. One of the 5 hit a submerged object and limped into Weymouth to discover that his prop shaft had been struck and prop lost. With 13 vessels bound for Torquay we left completing the 12-mile trip without incident. Three days planned here but thankfully the crew were all retail therapied out! Mandy from "Amanha" had planned a visit the Royal Torbay Yacht Club for a meal. If you have never visited this Yacht club do, it's a must, the views over Torquay and Brixham are superb and the food excellent, not forgetting the club priced drinks. As a C.Q.B.H.A member you are all affiliated to the RYA.



Dinner at the Royal Torbay Yacht Club

"The Royal Torbay Yacht Club is a must, the Views over Torquay and Brixham are Superb and the Food Excellent."

The weather had played havoc with the original itinerary. (For those that can remember, the Steve Sergeant curse had appeared. Yes, he was in the area again!) but the window of opportunity was available for a planned departure on the Saturday. At 08:00 expecting a less than pleasant trip we left. The record and logs will show that there was a NW 4-5 increasing later but Lyme Bay had behaved itself. Portland across to the cliffs, once out of the lee of the Bill, was the worst part of the trip, so we changed angle again to run in the troughs until under the cliffs all the way back to Poole. We all made the 12:30 bridge except "Work of Art" who was completing their photographic record of the coastline.

Thank you all for your excellent company, fantastic memories and the gift that Linda and I received.

We look forward to seeing new and old members on next year,s cruising programme which will be confirmed in early in 2007.

A TRIP TO KENT'S CAVERN, TORQUAY

On our way back from Plymouth, and our second stay at Torquay Marina, Jennie (Brine) suggested a trip to Kent's Cavern. I hadn't visited this amazing place since I was twelve and thought what a good idea. The next day Jennie & Mike, along with Peter & Mandy Marshall and Annie and myself, jumped aboard a Double-Decker and toddled off to one of Britain's oldest homes known to man. My goodness me, when we arrived I didn't recognize the place, a vast complex with no sign of the cave. All I remembered was a big hole with a pay kiosk and a fence, not this wonderful shop, restaurant and history complex that now hides the cavern entrance. We bought our tickets and, can you believe, got pensioners rates because somebody (who will remain nameless) let slip that one of our members had a bus pass!! We were all branded as fuddy duddies, probably thought we would be at home here. The entrance was a



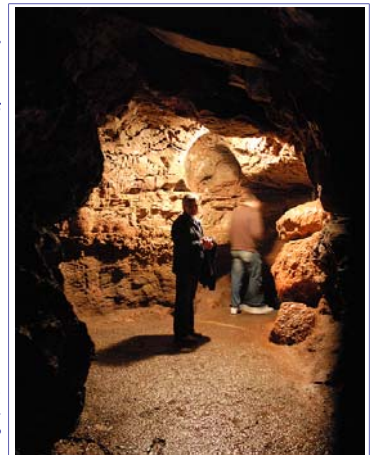
Vaulted ceilings where early man once lived



Stalagmites & Stalactites Cave

door into a large cavern, beautifully lit and quite eerie, here our guide told us a little of the history and we started off on a remarkable journey through time. It is quite amazing how this group of caves have evolved and given shelter to so many creatures, including early man, for so many thousands of years. It would be very difficult to tell you of our trip back in time in any detail without taking over this magazine, but I hope that some of the pictures that I took will give you some of the feeling that we had during our trip.

As we progressed down into the bowels of the Earth, we were given a very good history lesson on each part of the complex cave structure. This is where a sabre toothed tiger's tooth was found and this was where wolves remains were discovered along with a large bear and so on and so forth, while all the time we heard strange noises of ancient creatures coming from other caves nearby. We were very aware, from all of this, how delicate and fragile man's existence must have been, living with all of this and also the darkness, save for their small tal-



Annie in one of the adjoining caves.



Everybody listens with intense interest as our guide shows us the skull of a cave dweller discovered in the caves and tells us of it's history.

low lamps and camp fires. We came into a large cave with amazing stalagmites and stalactites, almost joining in some places, all made more dramatic by the superb lighting. All the time that the group travelled through this amazing group of caves the lights shut off as we moved to the next cave, catching me out once, when I lingered too long to get a photo. I

ended up chasing the diminishing light to keep up. Towards the end of our tour we came across the archaeologists section, where we were shown the different periods of archaeology and their finds and shown superb mock-ups of the early man's life in the caves. The journey ended up walking through another door and back to the twenty first century, where we reflected on how far we'd come with our plastic, diesel boats and all!!!



A very lifelike mock-up of a cave dwelling family around a camp fire eating their food.

If you find yourself in Torquay and have a day on your hands I would recommend this trip, it's not far from the Marina by bus and well worth the effort.

Pete Hayton "Work of Art", C24

CONFESSIONS OF A BOAT BUYER

BY JONATHAN SAUNDERS



The new Castaway, a Fairline Phantom 43

It all happened about this time last year. We were entirely happy with our Targa 40! (We'd not long been saying that there was no point in changing her) and were wandering round the boat yard at Cobb's Quay one Saturday, when we saw Richard Bendall, who is the local Fairline broker looking over a Phantom 43. We asked if we could have a look onboard out of curiosity – like you do! She had just come onto the books.

It couldn't hurt, we were very happy with the Targa 40 – big mistake! We looked carefully round the 43 and criticised just about everything and liked but a few features. 'Why would we want to be sat up top in the cold?', we've heard fly bridges roll badly, it'll be more expensiveand more..... So we said thanks Richard we'll think about it and let you know.

We did think about it carefully. Making comparisons with other similar sized boats - thanks to good friends, who let us poke about in cupboards and cabins to see if we thought we were making the right decision - and decided that yes, we might have a fly bridge one day, but not now and the Phantom would definitely not be the type we would have. We rang Richard and let him know this – 'OK' no problem.

What am I on? A couple of days later I was driving to work one morning having a think and rang Liz to say that perhaps we should we have another look? From that moment Liz said she knew we were destined to meet the bank manager!!!. So off we went and were met – viewings were accompanied – and crawled over the boat for another couple of hours. A couple of more evening visits and we were still surprisingly, although not fully, convinced of our decision to say no.

A few more weeks passed and the 'Phantom gnawing at you disease' had got to me again. 'Could we have another look? The boat by now had been moved to Poole Yacht Haven. We were met again and spent another 2 hours mooching. Away we went having agreed a short test run. I think both Liz and I knew it was the slippery slope as we were talking about how to afford her!

OK, so try as hard as we could we knew we were smitten and despite our efforts to the contrary knew that it was by now just a question of how we were going to make it work. Here we had a decision to make. Could we wait to buy the Phantom until we sold the 40 – might lose the Phantom, should we try and finance the Phantom and sell the 40 privately – no broker fees or should we ask for help from a broker?

We opted for some help – and I was happy to chat the options over. With offers of 'I could do this and we could do that' I was really glad I had help in the end.

*Why would we want
to be sat up top in
the cold?.....We've
heard fly bridges roll
badly.....It'll be
more expensive!!*

The purchase went very smoothly and the deal was clinched as the previous owner went to his wedding! In came the Phantom and the Targa went on to the hard standing at Cobb's Quay in December 2005. I own 2 boats, I am a boat dealer!!

For people in my position (risking buying a boat before selling your own), I think the broker option is the sensible approach. I didn't do this last time I changed. I produced my own web site, put her on Boats and Outboards and a buyer came along just as I purchased the new boat – lucky or what! It wasn't to be the same this time.

This was winter and we were confident to sell in Spring – wrong!. Along came a depressed market in the Spring and we were early Summer before we had a 'bite'. As we have since learned, in situations like ours, many people take a smaller boat together with the monetary difference to get things moving and this is exactly what we did. Unfortunately, the boat did not 'sail' through her sea trial and there were some things that needed help to resolve. There are quite a few formalities to undertake and we were glad of the decision to work with a Broker, for example, checking that the boat was free from HP etc. and that she was the owners to sell. As with any 'deal' there were a few backwards and forwards steps with offer and counter offer to agree price and terms.

So, my advice to people in my position is to use a broker. It helps with dealings with buyers, brokers have structured ways of taking your boat to market, they know the ins and outs of the boating world, they have experience that you might not have and they are working on selling your boat while you are working. Of course this has to be weighed against the cost.

Would I buy **then** sell again?

Maybe is the answer. I certainly wouldn't do it on my own. I would be much quicker to take a part exchange – when you have a bigger boat, trading down is an effective and may be the only answer. Yes the cost of having two boats is high but it is important not to be panicked into giving your boat away (in the heat of negotiating you could wipe £5000 off the price.

That would keep a boat on the hard at Cobb's for a year).

My advice over cost is to find a broker who **wants** to work with you to sell your boat and take a reasonable fee for doing so. I have indicated the advantages you are paying for. I would encourage you to avoid brokers who says that's the fee, take it or leave it.

I would be happy to talk to you more about my experiences. Grab me sometime at Cobb's.

Jonathan Saunders



The Old Castaway, Fairline Targa 40

*My advice over cost
is to find a broker
who wants to work
with you*

Our Introduction to Boating



Miste Mar II

One of my husband's long term aims in life was to retire early and spend the whole time fishing. He would catch lobsters, crabs, in fact anything that swam and on balmy summer evenings, he was going to barbeque on the beach and eat his catch. I knew

from his experience of shooting that the trees were usually left bereft of blossom, whilst the pigeons just sat watching his efforts. Tired of his boredom, I bought him an 8' rib complete with trailer and hoped that he would spend long periods of time achieving his aim.

The first time I went on this very tiny dinghy we got in the wake of a speedboat, were drenched to our underclothes and to top it all, we went aground. All this to the amusement of the people on the beach. Something a little bigger was called for and so it was that I started trawling the web for suitable sites that sold boats and those that were easy to read with pictures. I also read a great deal on what type of boat to buy as novices, although to be fair to my husband, he had done some sailing in his youth and, as a very small boy, had lived by the sea and regularly gone fishing with the fishermen. I on the other hand had never been on anything smaller than the Isle of Wight ferry!

Before buying a boat we needed to learn how to drive her, so we undertook our Power Boat Level 2 RYA course together with First Aid and VHF courses. I had my heart set on a smallish manageable diesel boat with two engines and good visibility all round. The idea of me learning to drive her was so that we could both enjoy handling her and, God forbid something happening to my husband at the wheel, I could take over and return to the mooring.

As I was surfing the net two sites instantly stood out from the rest. However, I quickly found the right website, Boatshed Poole. Not only was the site easy to manoeuvre, the pictures were excellent and, without too much effort, I could set up my own stored collection of boats viewed and of interest.

We then decided in November of last year, having scrutinized many boats and their cost, to drive south and cover as many marinas as we could, from Lymington along the coast to Cobbs Quay and look at as many boats as possible. Most of the people were friendly and helpful although the costs of most were prohibitive. We had a budget of around £50,000 but that had to include everything, insurance, lift out for the survey, berthing fees etc., After viewing what felt like a dozen yards, we stumbled upon a very upmarket marina not a million miles from Cobb,s Quay but with an attitude. It was as if we were Ford drivers considering buying a Rolls Royce. It was all the broker could do to answer our questions, let alone actually show us around a boat. A definite no go area. It was then that I called up Boatshed Poole and asked if we could view two boats the following day, one at Christchurch and the other at

"I on the other hand had never been on anything smaller than the Isle of Wight ferry!"

Cobb's Quay.

But where was Christchurch Marina? I called the broker to enquire where the boat was that was for sale, not realising that Christchurch does not in fact have a marina. After realising that we were, in fact, parked almost alongside the said boat, we arranged to view it that evening. That particular boat had a flybridge. Something we had not considered at all and, when climbing on top, it felt very intimidating like sitting on a pole and I just knew that there was no way I could drive it. I needed to feel nearer the water. The second boat, Miste Mar II, was berthed at Cobb's. We duly met with the broker, a very amicable down to earth man with a pert little bum who just loves boats. Whilst we were interested in this boat, she only had one diesel engine and we wanted two. Why I really can't say, other than I thought it would be quicker and more economical in the long run, plus if one engine went u/s, we still had the other. "You drive a diesel car, do you have a spare engine in the boot"? asked the broker. Good point! "Plus one engine is fuel efficient and red diesel is a lot cheaper than petrol and not quite as hazardous". Another good point, I think. As we chatted we walked towards Miste. She looked enormous compared to the rib and very pretty, if you can call a boat pretty! Inside she was just amazing, nothing had been used and she only had 170 hours on the clock. She felt right, she was sold! We only had to convince our two boys and she would be ours. They agreed with the broker to view the very next day. My elder son assured my younger son that no way were we going to buy this boat, just humour Mum and say a few right words. When they got on board it was wow!!!! how on earth could Mum find this boat? From the time of our viewing and their viewing, several other hopefuls had viewed her and made offers on the asking price. We were going to have to up the offer to secure the sale. We all agreed and the subsequent paper work was duly carried out. The weather prevented us from sea trialling her for several weeks, by which time the excitement of actually owning a boat was exhilarating. There were one hundred and one questions I needed to ask the broker, bless him. Each time I asked a stupid question he never actually told me my questions were stupid, it was the way he looked at me. You might wonder why I did all the talking? That was because my husband busied himself with the more practical things like looking at the engine. I was far too interested in the interior decoration, hence I asked if there was such a thing as marine bedding, another stupid question I guess, because that same look came back at me. Oh what joy when browsing through the latest yachting magazine there, in front of me, was an advert for marine bedding. I decided to go to Tesco instead and spent the next few months kitting her out, our mini home on the water. The whole experience has been far more expensive than we ever thought and I suppose this is only the beginning. We plan to join some of you cruising through the CQBHA, but not before doing a few more bumps and scrapes around the harbour away from other boats. Our greatest treat to date was taking Miste out on Boxing Day, all the way from C pontoon to the bridge and back. I think we were the only people on the water but what joy it was. So if you see two rather inexperienced people looking a little apprehensive, please wave. I appreciate that to some people we are not "real" sailors as we don't have sails, but we do both have one important thing in common, the love of the sea.

"I appreciate that to some people we are not "real" sailors as we don't have sails, but we do both have one important thing in common, the love of the sea"

By the Miste Mar II's Chief Mate Pat

SPOT THE DIFFERENCE

HOW GOOD ARE YOUR EYES AT SEA

When you are at sea you need to have good observation. Have a bit of fun with this little game. Pete Hayton has made fourteen subtle and not so subtle changes to this photograph taken by his wife Anne on the trip to East Cowes in 2006. You might need very good eyesight in places.



The boats shown battling with the seas are Kamadaze and Blue Equity. "Vorch sprung dork technik".

EVENTS PROGRAMME FOR 2007 SEASON

Date	Event	Venue	Time	Team Leader
Sat-Sun Feb	Ladies Training	Girl Fisher		Clive Snow
Sat. 24th. March	AGM	Club House	10.30	Jon Saunders
Fri. 30th. March	Quiz Night	Club House	19.30	Mike Brine
Fri. 6th. April	Cruise	Ocean Village		Kevin Butler
Sat 14th. April	Boat Jumble	Cobbs Quay	10.00	Mike Brine
Sat. 21st. April	Cruise	Cherbourg		Kevin Butler
Sat. 5th. May	Cruise	Guernsey		Kevin Butler
Sat. 26th. May	Cruise	Island Harbour		Kevin Butler
Sat. 9th. June	Cruise	St Vaast		Kevin Butler
Sat. 16th. June	Cruise	Hamble		Kevin Butler
Sat. 30th. June	Bar-B- Que	Cobbs Quay		Mike Brine
Sat. 21st. July	Cruise	St Malo		Kevin Butler
Sat. 25th. Aug	Dinner Dance	Weymouth		Kevin Butler
Sat. 3rd. Nov	Harbour Cruise	Poole	18.00	Mike Brine

These events are organised 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 Kevin and Linda Butler and are always a joy to go on. You have a chance to meet other like-minded 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. 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 2006 were so well attended that new ideas have been introduced to help you to have even more fun. The Hog Roast was so well attended last year that we have decided to have a Bar-B-Que this year to introduce a little change. The venue will still have all it's fun and superb raffle, but with a food change (variety is the spice of life). The Quiz Night should prove to be a lot of fun and I'm sure there will be a laugh a minute, if past events are anything to go by.

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.

WE BARREL ROLLED IT AT 135 MPH....AND LIVED

Plymouth powerboat ace Chris Parsonage and his co-driver James Sheppard escaped unhurt after crashing at 135mph in front of their home crowd during the British Powerboat Grand Prix Race.

Speaking on television after the crash Chris, a Plymouth property developer, said: "We were pushing hard and lying in second, we came in hard and thought we had a chance to get in front. But as we turned back out, the wash kicked the boat sideways and that was it - we barrel rolled it."

This is the sixth year the British round of the World Powerboat Championship has been held in Plymouth, thrilling thousands of spectators attracted to this most exciting of sports.

The race was won by Mohammed Al Marri and Jean Marc Sanchez driving Victory 77.

The British Grand Prix is the fifth race of the 2006 season after rounds in Qatar, Spain and Norway.

King of Shaves now lies ninth out of 10 teams in the league table, headed by reigning champions Spirit of Norway, crewed by Bjorn Rune Gjelsten and Steve Curtis.



King of Shaves at the start of the British Powerboat Grand Prix



A sad V12 Lamborghini engine

MERCHANDISE PAGE

All prices quoted on the page include the CQBHA logo and your boat name
Prices can be quoted on items without your boat name.



Zip-off Pants £47.29



Men's Short Sleeved
Rugby Shirt £37.09



Peterhouse Shirt £40.40



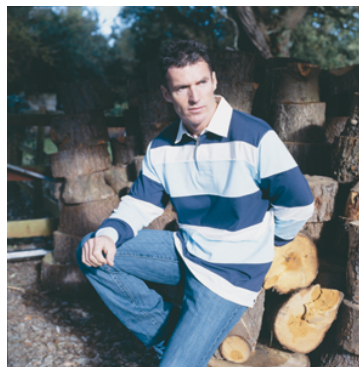
Quick-dry Pants £49.00



Flexible Jacket £72.36



Ladies Rugby Shirt £33.03



Montauk Lounger £45.32



Kid's Drill Shirt



Hand, Bath and Bath Sheet Towels from £14.96



All Purpose Backpack
£33.03



Senior Holdall £30.33



Skipper's Cap
£8.50



Deluxe Belt Bag
£14.10



Binx Bear
Key ring
£12.86

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.

COBBS 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.co.uk



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

**Helping You get
more from the
Boating World**

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