

Cobb's Quay Berth Holders Association

End of Season 2002 – Newsletter

Editorial

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Hello again and sorry! How's that for starters? I must apologise to you all for the delay in publishing this newsletter. In fact it gets worse – there should have been a newsletter at the **start** of the season so I've actually managed to miss an issue! Where did that time go? I can only appeal for your sympathy and understanding of a somewhat adverse personal situation and an ever-increasing workload as I get a new business 'off the ground'. Combine this with a malevolent email program which crashed and burned my Inbox and took upon itself to randomly distribute my email attachments to the four corners of the earth, never to be seen again (guess where I stored the newsletter contributions) – then you can hopefully appreciate why I'm struggling a bit. Anyway, enough of me

Recently one of our members asked of me, as the new shower block opened earlier this year, "I wonder how long it will before it's vandalised?" Significantly less than a day would not be too far from the truth. I'll ask you some questions now – What motivates these idiots? Who are they? How can we put a stop to this mindless activity? Andy Osman is as concerned as the rest of us mentally normal people. Although he has admitted he is at a loss of what to do next to combat the problem and all suggestions are gratefully accepted (short of public flogging I guess). After all - it's got to stop otherwise it's us the berth holders that will pay for the damage in the end. And you know how popular an increase in berthing fees is!

It's getting to that time of the year when we begin to see the car park sprouting more and more boats. But have you considered joining the growing band of owners keeping their boats afloat during the winter? Think about taking advantage of those crisp, calm clear days in a deserted harbour. I know of one member who regularly lunches off Pottery Pier on Christmas Day. Now, not wishing to extinguish that somewhat idyllic image, have you checked the small print in your insurance policy recently?

If you do intend keeping your boat afloat after the main boating season, your insurance company may not be providing adequate cover. 'What?' I hear you say, "That doesn't sound like the caring insurance company I know and love!" Ah, take heed ...



You think parking at Cobb's can be a bit difficult? This must have taken some practice!

During the recent high winds some vessels in Poole Harbour suffered damage. In fact, some boats have been totally lost. Subsequent insurance claims from a few unfortunate owners were rejected by their insurer. Why? In some cases the 'cover afloat' had lapsed at the end of September. In another instance the insurance company rejected the claim on the grounds that the boat's ground tackle was not up to the job. Incidentally, the ground tackle in question was provided by the owners' yacht club. Hmm, better check the small print ...

And finally, on behalf of your Chairman and committee, thank you for your support during the season and have a happy Christmas and a prosperous, peaceful 2003.

Useful 'Boaty' Web Links

www.harbourguide.com
www.yachtinguniverse.co.uk
www.sailinks.co.uk
www.boatlinks.co.uk
www.mcagency.org.uk
www.rya.org.uk
www.marinas.co.uk
www.mli.org.uk
www.phc.co.uk

And for that last minute gift for the editor:

www.santa.co.uk



From The Chairman

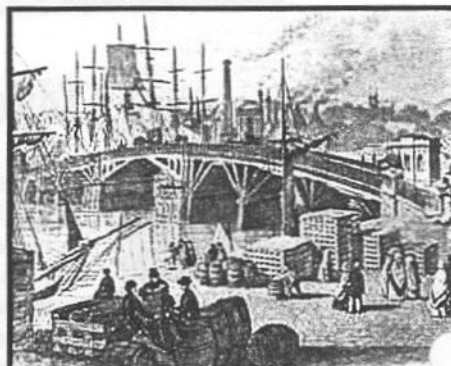
Poole Bridge

Grateful thanks to everyone who returned responses to the questionnaire on the Borough of Poole's proposal for a second low level bridge over the Back Water Channel. Special thanks go to those of you who offered to support the Association by attending the public inquiry to give evidence and to those who were prepared to present written evidence to the Government Inspector.

However, the rules of the inquiry unfortunately prevent evidence being given by anyone who is not classed as an "Expert Witness". The Association has been able to obtain (for a small liquid, alcoholic based fee) a suitable witness in the form of a retired Lt Commander RN who is also a RYA Yachtmaster Examiner.

We presented our case, in company with others opposed to the second bridge (MDL, Davis's Boatyard and the Poole Harbour Association) at a 'round table' discussion on the 15th October 2002. It will be some time, well into 2003, before we will know the recommendations of the Inspector. Unfortunately, Poole Borough Council are not legally bound by any of the recommendations.

Updates on this situation will be posted on our new notice board in the foyer of the amenities building, which brings me conveniently to ...



William Ponsonby the local M.P. was responsible for building the first bridge from Poole to Hamworthy in 1834. Because Poole Corporation was virtually bankrupt at the time, Ponsonby promoted his own Act of Parliament to build a wooden toll bridge. The bridge had a very steep gradient that caused great problems for horses.



New CQBHA Noticeboard

The Association now has a new notice board in the foyer of the amenities building, Courtesy of Andy Osman and Cobb's Quay Marina.

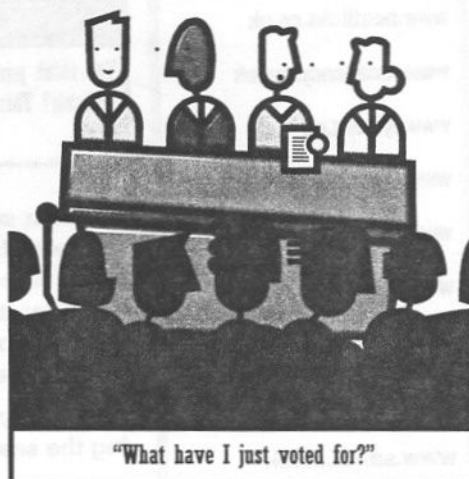
All notices relating to CQBHA activities and news will be placed here!

Annual General Meeting — 2002

The Association's AGM was held on Saturday 13th April 2002 in the Cobb's Quay Yacht Club. About 100 members attended and took full advantage of the opportunity to ask questions of our guests, John Watson (MDL Managing Director), Tony Keeler (MDL Leisure Director) and Andy Osman (Cobb's Quay Marina Manager).

Full minutes of the meeting are included with this newsletter for your information.

John Avery



"What have I just voted for?"



The Social Scene

Special thanks go once again to Ken Wragg who steadfastly organised the cruises to Torquay and the Hamble. He recalls events from the Hamble:

Mercury Yacht Harbour – Shakedown Cruise

The shakedown cruise to Mercury over the May Bank Holiday weekend proved a great success with nineteen boats signing up for the event.

MDL Mercury dockmasters did a great job for us, everyone attending had a good berth for the weekend and the Gaff Rigger restaurant was patronised by forty members on Saturday night.

Paul Roscoe arrived on Sunday morning, suitably hungover from his 30th birthday celebration the night before at the Café Shore restaurant. Enterprising members managed to further extend his celebrations at Mercury, decorating 'Bartman' with bunting and some interesting photos of Paul posing as Ali G, or was it the other way round?

The shakedown found a few gremlins and SeaStart did a great job for Andy Binnington when 'Well Chilled' lost a flybridge control cable on the approach to Mercury. Andy also experienced an overheating problem on his port engine.

Steve and Maria Hudson on 'Jumeirah' were also missed – they had to turn back at Poole bridge after gremlins got to the instruments.

Linda and Brian Chalmers joined us from the the Nimbus rally on Sunday, Brian in his usual good form with tales of the previous nights antics at Lymington. *(Linda and Brian cruised the French canals in the summer - perhaps we can look forward to an account of their adventures in the next newsletter? - Ed)*

Sunday lunch was an interesting affair at the Jolly Sailor, which had plenty of customers out to enjoy the midday sunshine. Several members walked to the pub whilst others braved the trip in their dinghies. My side of the dinghy decided to deflate about half way there and I got a soggy bottom much to the delight of 'captain' Ivor Moorhouse.

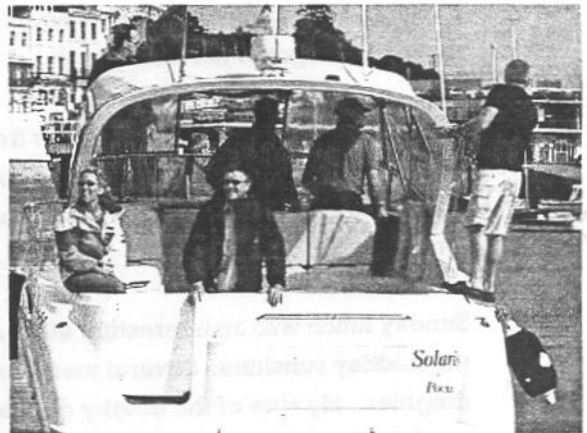
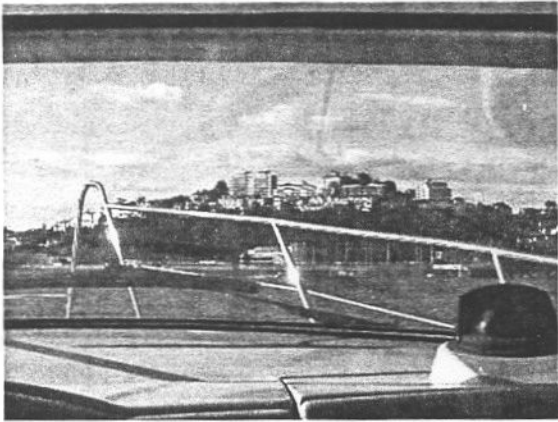
The trip back to Poole was smooth, leaving Mercury at 11.45 to ensure plenty of time to catch the 14.30 bridge. We were at the harbour entrance at 13.30, having had the chance to throttle up the engines and give them a good run.

The cruise to Torquay over the Golden Jubilee weekend was as enjoyable. As a picture tells a thousand words, here follows my account of our westward jaunt:



Torquay Photos

(Full set can be found at www.fotango.com)





2003 Social Calendar (Provisional)

12th April	Annual General Meeting (Guests TBA)
3rd/5th May	Shake-Down Cruise (East Cowes or Hamble)
24th/26th May	The Popular Weymouth Cruise is back!!
26th/31st May	Cherbourg/St Vaast (continuing on from Weymouth)
21st or 28th June	Small Boat Day Cruise to Yarmouth or Lymington
23rd/25th August	Late Summer Cruise to Haslar or Port Solent

Whilst on the subject of social events, one of our junior members approached the committee with the heartfelt plea: "When can we have our Fun Day back?" Well what would you like as a Fun Day? We thought perhaps these events would be popular:

Run To The Loo - In Three Heats: Ladies; Gents; Over 60's (mixed)

Now and again, because of an unwise mixture of bean casserole and prune surprise, you have to beat a rapid path to the on-site facilities. Why not make this expedition a spectator event? Gather up a sponge bag and toilet roll, step onto the pontoon and take a few moments to evaluate the route ahead. When your partner blasts the horn, off you go! Try to entertain the audience by skidding now and again. You can make a variety of moves: fall forward (pronounced *forred*), or backward (pronounced *backerd*), or you might even slide along on your backside (*scoot on the vasty butt*). The skilful runners amongst you will perform all of these movements and still get back on their feet. To keep the entertainment value high, lose at least one shoe over the side of the pontoon. Run on in your socks and be greeted at the shower block with ringing applause. But don't stop to sign autographs - any delay at this point could cause an embarrassing accident (*a loud burst astern*)

Pontoon Hop Slip and Thump

In this event each competitor runs down the pontoon towards their dinghy, hops over the hose pipe, slips on a cleat, thumps into the dinghy and rows out to the finishing line.

Starting the Outboard (Individual and pairs)

Can you start the outboard? Points are allocated for individual's elegance of movement and number of pulls. In the pairs event, your partner sits behind you to support you and balance the dinghy; you are penalised each to you hit him/her in the teeth/chest/groin, etc.

Dinghy Wrestling

If the outboard fails to start in the previous event and the partner has been socked in the mouth several times, then a bout of wrestling naturally follows. This has to take place low in the boat to prevent it toppling over, so it's not easy for all the spectators to see the action, but when one of the contestants rebounds off the rowlocks or is thrown over the side, the crowd will be greatly entertained.

What do you think?



But Seriously ...

Safety At Sea

The Marine Accident Investigation Branch (MAIB) database reveals that serious accidents involving leisure craft are relatively rare and that fatalities are, mercifully, far and few between. One can justifiably conclude from such statistics that there are few problems in the sector.

If, on the other hand, you start to count the number of times the rescue services are having to respond to calls for help from both sailing craft and powerboats, a slightly different picture begins to emerge. There are many such calls every year and someone could, understandably, deduce that all was not well and argue that safety was an issue.

The true picture lies somewhere between the two. But, regardless of how one interprets the information, and accepting that the search and rescue authorities would far rather become involved in preventing a tragedy than having to recover dead bodies, an analysis of the reasons why there are so many callouts reveals some disturbing trends.

A high percentage of Lifeboat services and rescue helicopter launches each year are in response to pleas for help by sail or power-driven pleasure craft, many because of engine failure. Users in this sector have come to rely, justifiably, on a thoroughly professional and very willing service when things go wrong. The fact that it exists should not, however, tempt skippers into thinking they can rely on luck and a helping hand once they have cleared the harbour entrance.

Nothing should replace careful preparation for going to sea, no matter how long or short the intended voyage. It doesn't need the MAIB to remind skippers that the most vulnerable times are (a) when a boat has just emerged from being lifted out, (b) when a boat has not been used for a while, (c) if caught in bad weather and (d) if they are sailing with an untried or novice crew.

The skipper himself must work within the limits of his knowledge and experience, the capability of his craft and the prevailing conditions. Problems can arise from any number of reasons, and the sea has an uncanny knack of exposing weaknesses. If you find yourself stranded on a well-charted rock, or you have run out of fuel, or the forestay has parted, or the crew is seasick, it could be too late to start thinking about what you should have done to prevent the problem happening in the first place.

Every time the rescue services are called out for something that could and should have been prevented it is worth remembering that someone, somewhere, will be analysing the origins of the incident and, perhaps, drawing the conclusion that leisure craft users are not safety conscious.

The skipper and crew who thoroughly prepare for sea before setting out, who ensure everything is stowed properly, who double-check that equipment carried is in good condition, that the passage has been properly prepared and are familiar with the safety arrangements on board, are far more likely to enjoy themselves. Of greater importance, they are far less likely to have an accident - or call for help.

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IMPORTANT NOTICE

Under the new SOLAS regulations, it is compulsory for all vessels to carry a full set of "Life Saving Signals" for use when in distress. Full details are published in a free leaflet available from the RYA. Get your free copy now by calling 0845 345 0370