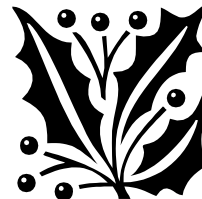




Newsletter - December 2003



As this year draws to a close (where did it go?) we look back on what was probably the best boating season for many years. We trust that you managed to make full use of the good weather and travel further abroad than ever before. If not, then we hope that at least you didn't get too sunburnt enjoying the glorious boating area that we are lucky enough to call home.



Secretary lays down his pen

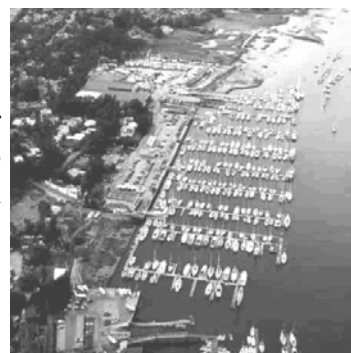


During August the committee regrettably had to accept the resignation of our Secretary, David Mattocks. David has served on the committee for three years and has performed his duties admirably and with a certain humorous flair – to the extent that we always enjoyed reading the minutes of the committee meetings. We would like to take this opportunity to thank him for his contribution to the smooth running of the Association and we wish him well whilst he refurbishes his house and starts work on his next boating project, a Colvic 23 – I'm sure we'll see him at our next Boat Jumble – more details later.

Hamble River Survey

You will have noticed by now that we have enclosed a survey from the River Hamble Harbour Authority with this newsletter. Please do take the time to complete it and return it in the reply-paid envelope provided. The form asks that all returns be made by 28th November, but this has been extended to 19th December.

If you ever visit the River - or plan to do so in the future - we would encourage you to have your say by completing the questionnaire. There's a prize draw too!



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As I write this in mid-November, Christmas trees are becoming a regular sight already - so I thought you might just as well have one in the newsletter.

Merry Christmas from all the CQBHA committee and best wishes for the New Year and the new boating season.

Advance notice of CQBHA AGM 2004

The 2004 AGM will take place on the morning of Saturday 17th April in the main bar of Cobbs Quay Yacht Club. A number of offices on the committee will fall vacant this year. To ensure the continued effectiveness of the Association, your participation in the events of the AGM is required.

Official notification of the date will be sent nearer the date, when nominations will be sought for the committee.

GAS SAFETY AT SEA

Most people will know that LPG (Liquefied Petroleum Gas) is highly flammable when mixed with air and is potentially explosive; being heavier than air it will sink to the lowest available level, collecting in the bilge rather than dispersing. Even a small quantity will present a hazard and simply flicking an electrical switch can provide enough of a spark to ignite it. When gas is burned in a cooker, water heater or any other gas appliance on board, the potential hazards increase.

Combustion produces carbon dioxide (CO₂) which in itself is not usually a problem, but if there is an inadequate flue or insufficient supply of air due to poor or no ventilation or if the appliance has not been properly serviced. The result can be production of carbon monoxide (CO). Carbon monoxide has become known as the silent killer. You can't smell it; you can't see it; you can't taste it - but it is deadly. Devices are available to detect carbon monoxide like the CO detector made by S F Detection.

Given a common sense approach however there is no reason to fear LPG. After all, gas has distinct advantages as a power source compared to its practical alternatives. The main attraction lies in its special property of becoming liquid at atmospheric temperature if moderately compressed and reverting to gas when the pressure is sufficiently reduced. The practical benefit of this is its ease of transportation and storage.

LPG cylinders should be stowed in a dedicated locker. Ensure that they are secure, in an upright position which is above the water line and gas tight to the hull. The locker should be made of flame-resistant material fitted with a lid or cover, and have a low level vent from within the locker to outside of the hull. Check that this vent hasn't become blocked.

Regulators can be mounted directly onto the cylinder or fixed separately to the locker bulkhead at a position higher than the cylinder outlet. They should be replaced every 10 years.

Flexible high-pressure hoses to BS3212 pt 2 should be fitted. Their length should be kept under one metre and routed above the cylinder and running from it (or from a regulator mounted directly on it) to a bulkhead-mounted regulator or suitable connector. Flexible hoses are also used for connection from an isolation valve to a portable appliance or gimbaled stove. It is advisable to replace them every five years, or sooner if there are any signs of leaking, cracking, abrasions, brittleness or kinking.

Appliances apart from cookers fitted in modern boats should be room sealed and all burners must be fitted with a flame failure device (FFD). This device will shut off the gas supply within 60 seconds in the event of the burner or pilot going out.

Worm-drive clamps are permitted. Ensure that their size is correct and that they show no signs of damage or corrosion and that the worm is fully engaged with the rack.

Ventilation. Check that you have adequate correctly sized permanent ventilation to cabin spaces, especially where gas appliances are fitted.

Useful contacts and web sites

S F Detection, Manufactures of gas alarms and CO detectors .
Gaslow International Ltd, Manufactures of monitoring systems for LPG
Marinecare Ltd Manufactures of combined gas and CO alarms for boats
Southampton Calor Gas centre.

Tel: 0800 0642 999 Web: www.sfdetection.com
Tel: 01509 843331 Web: www.gaslow.co.uk
Tel: 01474 855699 Email: info@marinecare.co.uk
Web: www.socal.co.uk

I will be happy to give any further advice about gas systems on boats.
Please contact Steve Ash on 01202 632337 or email ashsonora@aol.com

DO

- Treat cylinders with care and transport upright
- Provide adequate ventilation near any LPG burning appliances
- Regularly inspect the flue of any gas burning appliance for signs of damage or blockage
- Ensure regular servicing and maintenance using qualified competent persons
- Fit a carbon monoxide (CO) detector
- Turn off the gas when you leave your boat

DON'T

- Block ventilators
- Cover an air inlet or heat outlet of a room heating appliance
- Use an LPG cooking appliance to heat a cabin
- Put any thing near a flue terminal that could effect its operation
- Use an appliance you think may be faulty
- Leave gas appliances on overnight unless they are the room

The editors would like to thank Steve for this valuable contribution to the newsletter. We are always grateful for articles that will be of interest to the membership - particularly ones that can improve our safety.

Anyone wishing to contribute other article for future newsletters should please contact member of the committee.

The Social Scene

Weymouth Cruise - Spring Bank Holiday

Yes we did get underway and on time, we had expected the normal bank holiday weather but for once we were smiled upon considering the late start to the season.

After the skippers' briefing outside the dock office and review of the weather the consensus was to leave on the 09:30 bridge. The forecast was for slight to moderate seas. Each skipper was given the option to go and some of the smaller boats opted to review the situation for a passage down on the following day.

The 09:30 bridge lift was the preferred time and 16 boats duly departed bound for Weymouth, both fly-bridge and sports-cruisers alike. The tides were against the wind and as expected we were going to experience turbulence around the usual headlands. So a route on the inner channels was preferred. The journey was on the most part comfortable although the sea state remained slight for the journey. (A typical Solent sea) Most boats were cruising around the 20 knot mark slowing when the going got a little rougher.

Our arrival at Weymouth was greeted by sunshine and the back of the fleet then passed the larger boats as they throttled back to await the lifting of the bridge at 12:00. (The only time that small has an advantage). Once through the bridge and having contacted Weymouth Marina we proceeded to moor in the visitors' area. The dock staff had assisted with a pre arranged berthing plan, which was able to accommodate virtually all of the requests that I had received.

Once the initial flotilla were alongside and tied up it only remained for three further vessels that had departed on a later bridge to be accommodated. Their arrival brought tales of a coastguard exercise which used both 'Bartman' and 'Wildest Dream' as a moving landing pad for the winch man as a training exercise, various people were deposited on the two boats before being picked up again by CG Helicopter. We were aware of this on channel 69 as one of the moored boats was monitoring the radio traffic. (I am unable to take credit for this arrangement, however this has become the third use of our Weymouth trip by the coastguard). Both the skippers of 'Bartman' and 'Wildest Dream' have pictures and I am sure would love to tell you the story of best speed and show you the pictures, a wonderful experience for all concerned.

The remainder of Saturday was very pleasant and other than a few spots of rain we bathed in glorious sunshine. (It rained in Poole!) Sunday was warm and bright, and three of the smaller boats decided to run the gauntlet and left to come down, the trip was not as good as the previous day and certainly challenged the skippers. But hot drinks were available on their arrival, and perhaps when looking back they will have benefited from the crossing. The meal and disco was the focal point of Sunday evening at the wonderful venue of Swansons. A good time was had by all and it is hoped to visit again next year. For those that did not make the journey by sea to Weymouth my personal thanks for supporting the association at this event and for driving down by car. Without your continued support these types of event would be impossible to run. (Although I'm not on commission, please, if you are in Weymouth, visit the restaurant - it is a good meal and a lovely setting).

Monday dawned along with the odd hangover and a few boats left on the early bridge in order to avoid the possibility of being used as a floating target by the crews of the trawler race. (The fishing fleet has been decimated over the years and only 7 boats took part.) The rest of our cruising fleet departed after another sunny day on the 16:00 bridge. All the fishermen did seem to have hangovers as none were present! The passage back was good and we all arrived safely at Poole. Thank you for your continued support with association functions.

Kevin Butler - 'Reality'

St. Vaast / Cherbourg cruise 27 – 31 May



'Amanha' on passage to France

This year we extended our three day Weymouth weekend with a five day cruise to St. Vaast and Cherbourg. Five members eventually made the trip to France: 'Lady Louellis', 'Castaway', 'Amanha' and 'Montemar' left from Weymouth on May 27th and 'Well Chilled' made the crossing to Cherbourg on May 29th after Rachel signed out from her traditional bank holiday hospital stay.

Every trip across the channel is eventful and the 2003 cruise was no exception; fog, minor mechanical gremlins and French Customs being the main culprits.

Elizabeth and Jonathan Saunders made their inaugural crossing on 'Castaway', a Sealine S28, and we asked Elizabeth if she would recount her experience for our other members. Here is her account:

A Tale of Two Travellers

We were keen to write a short piece on our experiences of our first cruise abroad with the Bertholders' Association. "Cherbourg – You're joking", I said. But it wasn't a joke! Jonathan was up for the challenge as usual. A range of emotions spring to mind, most of which I felt on multiple occasions over the week away – fear, trepidation, excitement, terror, relief, achievement, happiness, fun, panic, elation, to mention a few, but that doesn't really describe our experiences.

When Jonathan read the information about the Bertholders' Association and said he wanted to join I thought it was a good idea, so we applied to become members. That, was the easy part. The next suggestion was slightly more of a problem, 'yes', I agreed a cruise to France with our own boat would be a real achievement and NO I was not about to do it! Still I was safe for the moment as the dates were a few weeks ahead and I thought I had plenty of time to play it down and explain how I felt. Answers like "no I'm not going", every so often should do the trick! I found myself being swept along with preparations and finally, the week before realised that my only ally now was the weather and even that didn't work.

The Friday night pre-cruise briefing from Kevin and Andy was very detailed – some of it going straight over my head – that started me thinking – perhaps a day skipper course over the winter, but for two newcomers the preparation and planning that had clearly gone into making something run as smoothly as it did was very apparent and reassuring.

On the morning of departure to Weymouth, I had butterflies the size of dinner plates buzzing around my stomach, our last passage around St Albans head had not been the most enjoyable, I was still determined not to go, but here I was bringing in the fenders – I must think about an assertiveness course!

Through the 09:30 bridge OK, but once we left the shelter of the harbour the sea was moving us around and my instincts were to turn back, but I knew that would meet with disappointment from Jonathan, so I just grabbed the rail and hung on all the way to Weymouth.

With much-appreciated messages of guidance and advice over the radio from 'Amanha' and 'Giovanna' about trimming the S28 we settled into our trip. Sorry no waitress service on the crossing – too busy holding my iron grip on the handrail.

Our arrival in Weymouth was greeted by a beautiful blue sky and the weekend was off to a flying start - once I was able to release my hold on the handle – I'm sure Peter thought I had dented it!

The weekend in Weymouth was very enjoyable, and we must mention once again the advice from Robert and Jane on Giovanna for their invaluable help on taming the S28 and passing on their experience to us – and an especially enjoyable al fresco meal on Saturday. Being the 'new kids on the block' we must include a big thank you to everyone for their help, every morsel of advice has proved helpful.

Departure for Cherbourg was delayed 24 hours to take advantage of the best opportunity with the weather. Ken and Angela on 'Lady Louellis' were very reassuring, having crossed the water before and once again their experience and encouragement, including working through a passage plan were greatly appreciated.

Fog was a real concern and when about 15 miles out Peter from 'Amanha' radioed Chris on 'Montemar' to say 'is that what I think it is'? Those butterflies started getting in a real panic. We did not have radar but the other three boats did, so we decided it was best for us to tuck in close beside everyone else and were very happy to follow directions. The fog lasted for about 15 miles but we held course and speed and continued to be reassured by the regular dialogue on VHF channel 77.



Welcome sight - the entrance to St Vaast

When we emerged from the fog about 30 miles out on our approach to St. Vaast the sea was like a mirror and were skimming across the water at 33 knots following 'Lady Louellis'. Ken's daughter Julia had taken the helm and thought she would open up a bit in the ideal conditions. We felt a real sense of exhilaration, despite me being a passenger for the most part and Jonathan doing all the work.

Our arrival at St. Vaast was timed to perfection with the harbour gate having just opened and the departing trawlers having already cleared the entrance. We cruised in sedately to find a choice of berths available and plenty of help to take the lines. This was just as well as Ken had problems with his port engine which decided to stick in astern just as he was berthing.

Time for relaxing, early evening drinks and eats. The following day we made a booking at Fuschias Restaurant and 12 of us enjoyed a beautiful meal, although we are still not certain of species or variety of everything in Jonathan's seafood platter but gave him 10/10 for perseverance – all those forks, hooks and prongs – kept us amused. We were quite happy to stay with our choice of asparagus.

'Amanha' and 'Montemar' departed for Cherbourg on Thursday morning. We were having a very relaxed time, Ken was a bit concerned about his outdrive and we decided to stay put, but the lure of approaching Cherbourg under our own steam and not as guests of Brittany Ferries won. 'Lady Louellis' and Castaway made the trip around to Port Chantereyne. After cruising through the Napoleonic Forts at the entrance to Cherbourg Harbour we were welcomed by Peter & Mandy, Chris, & Teresa and their family from 'Amanha' and 'Montemar', - thanks guys for helping out a beginner with those wobbly French pontoons.

A trip to the hypermarket was a chance not to be missed and we had space for just a few bottles, although Ken and Jonathan had first to enjoy a 'meander' around the linen section of a very nice department store and did their best to talk 'men things' avoiding the question of colour, size and "what do you think?".

One valuable lesson we learned from our wobbly trolley push back to the Marina for future reference – carry your 'cakes', don't leave them on the trolley – they still tasted the same but didn't look quite so appealing!

On our last evening, we have to say, we both felt sad at having to draw an end to a fantastic week away, but we are sure some may have heard the nasty rumour about our wine 'tasting'

On the morning of the journey home things started off well with the smell of bacon baguette tempting us from the galley, unfortunately before we could enjoy them we were boarded by French Customs and found that despite careful preparation we were still short of a vital piece of documentation, the result being a 150 euro fine and Jonathan's passport being withheld until payment was made. Not wanting to hold up our planned departure we rustled up the cash, made very placatory comments – not enough creeping I fear, paid and ate the now cold baguettes.

From my perspective, although we had experienced a crossing over, I found that I was more worried about the trip home (I know certain people will be saying 'how' – but the grab rail is still in place and firmly fixed!) To add to my thoughts, fog was starting to creep in over the hills of Cherbourg. Three miles out the fog came down like a blanket of cotton wool thick and fast, our guiding eyes here were provided by 'Lady Louellis' and we would have been blind without the help from their



'Montemar' on the return journey



Author & husband enjoying a well-earned drink on arrival

radar and the reassurance over the radio from Ken and Julia – not to forget Angela who was assigned to stern watch with orders to ensure that they didn't lose us!

The fog seemed to go on forever with one brief respite mid channel. We were eventually encouraged by radio messages from Chris and Peter about 5 miles ahead of us who had emerged from the fog to bright sunshine 3 miles off Old Harry. Our first emotion was of relief, followed by a sense that we were now 'adventurers'! then sunglasses! We had crossed about 60 miles of the channel in pea soup conditions.

With many Clubs or Associations there is sometimes a sense of a 'them and us' feeling. The members of CQBHA we have met and those who took part in the cruise all made us feel a part of everything and we hope that we have thanked you all for your help,

support and hospitality, we have been made to feel very welcome.

So, spurred on by the need for radar (well you have to justify these things to yourself – or Barclays Marine Finance) we have now become the proud new owners of an S34 still by the name of Castaway and we look forward to taking part in future cruises and outings.

A special mention must go to Ken, Angela and Julia Wragg for their wonderful company all week, we hope we didn't get in the way too much! In Ken's words when we reached St Vaast – "You did it!". Yes we did it! and despite my fears I would encourage anyone else thinking about making the trip for the first time to shelter under the wing of such a fun bunch.

Elizabeth Saunders – 'Castaway'

Port Solent Cruise in company

The weather was going to give us the window that we required for both legs of the journey and the predicted sea state was good so the flotilla left on the 09:30 bridge except for our slower boat which had an 07:30 start! The reason for this start time was to make sure that if there were any problems on our way the boat would be in front of the main fleet and not behind, so assistance would be available in various sizes and at different times due to the variable speeds of the boats taking part throughout the passage.

The main fleet waited at the edge of Hook sands so that we could all leave together. The fleet, as expected, soon began to spread out and the cruising groups were easily visible by all. The inner route had been the agreed passage plan as the Cowes to Torquay powerboat race was also scheduled on this day. Outside Cowes entrance we were in the position to see the various power boats as they waited the start of their races. The lone vessel had made better time than we had initially thought - our faster boats should have passed her at around the entrance to Portsmouth however they had made it to Port Solent as the fastest boats approached Porchester lake.

Port Solent Marina had allocated us berthing alongside X pontoon and A pontoon. After some initial confusion over whether the Boat Scrubber would be working for the weekend we all moored up in the same area. The benefits of the confusion from Port Solent Marina enabled one of our boats to be cleaned as a goodwill gesture. There was some rafting out as expected on a bank holiday weekend but nobody to my knowledge had an 'adverse wet occurrence'!

That evening, which saw us bathed in sunshine, allowed for a hastily arranged pontoon party, everyone was invited for drinks and nibbles. The skipper of our slower boat was one of the stars over a glass, as indeed were others who had achieved a landmark for themselves by cruising up to the Solent, far beyond their normal area of operations, with the added benefit of safety from being in company.

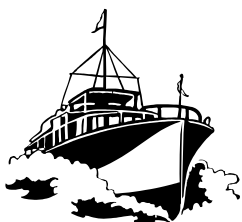
That Sunday the weather was again good and many crews left for Portsmouth by land. I am sure many skippers know that retail therapy is an ongoing problem, and only visiting other boats and relieving the stress after seeing the carrier bags return made it possible to see, or even face, the next day!

One of the lighter moments of the weekend came when I suppose we hijacked a radio station show. May I ask you to support Valerie in her now legendary quest to become the next PM. Especially if Peter manages to get his way and elects Ruby Wax as leader?

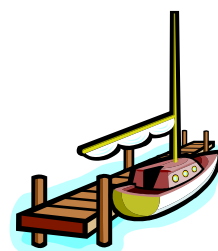
Our stay was all too short and on Monday we departed back to Poole again in near perfect conditions. The association is for the membership and both Linda and I would like to thank all the boats that supported this event and the others during the season. We look forward to a full programme for next year.

Kevin Butler - 'Reality'

The Chairman and Committee of CQBHA would like to express their grateful thanks to Linda and Kevin Butler for all the hard work and diplomacy that they have undertaken to ensure the smooth operation of the 2003 social calendar. Please support them in 2004.



So what has the association got planned for 2004? (Other than perfect weather!!)



The following is the provisional cruising schedule for 2004:

Shake down start of season cruise to the Solent (Utilize those vouchers)
Boat jumble and possible start of season hog roast at Cobbs Quay
Weekend cruise to Solent marina
Small boat day trip to the Solent and return
Small boat weekend cruise to the Solent
Cruise to Ouistreham or Caen in Normandy (Via Cherbourg)
Dinner and Disco at Swansons, Weymouth
West country Wander or Channel island adventure.

- May 1st to 3rd
- May 15th
- May 29th to 31st
- June 26th
- July 10th to 11th
- July 24th to Aug 1st
- Aug 28th to 30th Aug
- Aug 30th to Sept 5th

The above are all in various stages of planning, but we hope to offer this as a full programme to the membership for next year in order to progress on after our first year in post.

Booking forms will be sent out before the start of the next season.



New rules for electricity pricing.

From January 1st 2003 there have been new regulations covering the prices that may be charged for the resale of electricity in marinas and caravan parks. OFGEM, the regulatory body governing the energy industry, issued a directive which makes it illegal for a company or landlord to resell electricity which is supplied to a customer through an individual metered supply at a unit price higher than that which was charged by the energy supplier. This brought electricity in line with gas supplies.

Marina operators and others affected under this regulation are allowed to charge an administration fee and to recover the cost of providing and maintaining the infrastructure, but these charges must be shown separately on any invoice and not added to the basic unit price.

You will be aware that from 1st April 2003, MDL have reduced the unit cost of metered electricity in line with this directive and will be charging a quarterly administration fee of £8.00. They have decided to absorb the cost of infrastructure maintenance for the current year.

From the above, you will note that MDL appears to have been in contravention of the directive for the first three months of this year. On your behalf, the Association has taken issue with Clive Holmes, the Commercial Director of MDL, over this matter. We have exchanged correspondence on a number of occasions, but unfortunately have failed to reach a common view. MDL maintain that they have not breached the directive, relying on the berthing agreement 2002-2003 to justify their stance.

We have spoken with OFGEM, who unfortunately will not discuss the implication of any contract terms that exist between berth holders and MDL and have indicated that this is a matter that must be resolved between the parties. Having discussed the matter in detail, your committee has decided that the Association has taken the matter as far as possible. Any future action would need to be taken on an individual basis by berth holders seeking to recover any excess payments from MDL and ultimately through the Small Claims Court.

The provision to reclaim excess payments is provided by the Electricity Act 1989, section 44(4).

Twin Sails,

The Romantic Title for the proposed Second Poole Harbour Crossing!

The proposed second harbour crossing is now shown as a Twin Sails logo in Poole Borough Council literature. The logo depicts the preferred design for new lifting bridge. The Council are moving steadily forward to placing this new restriction on the water between Cobb's Quay and the open waters of the harbour.



The next major step will be the application for a Transport Works Act (TWA) which if granted will give the council the power to proceed with the bridge and the surrounding road infrastructure that will be required for the proposed regeneration of the waterfront areas between the bridges.

When notice is received of the TWA application, your Association will prepare its objections. The grounds will be similar to those presented at the previous public inquiry, when the Government Inspector stated that our evidence had more relevance to the TWA inquiry than to the Local Plan Inquiry.

The predicted completion date for the new bridge has now slipped back to 2006/7. Make the most of the current limited disruption to your boating enjoyment. Wishing you happy boating in 2004.

More details of the plans can be seen on the Gifford Consulting website at www.gifford-consulting.co.uk/twinsails

Some useful phone numbers to keep on the chart table

NHS Direct	0845 46 47	Portland Coastguard	01305 760439
Cobbs Quay Office	01202 674299	Solent Coastguard	023 9255 2100
Cobbs Night Dockmaster	07740 806036		(or 999 in emergency)

Safety at Sea

Passage planning

Skippers, don't forget that under the current SOLAS regulations (see www.mcga.gov.uk/c4mca/solas.pdf) you are required to have prepared a passage plan for all trips that take you to sea - for us this means anywhere past the Haven entrance! If travelling between two Solent ports you don't technically need a plan, but for a trip from Cobbs to Studland you do. You should consider all matters that could have an effect your journey - route, tides, wind, weather, etc...etc...etc.

Radar reflectors

Did you know that if it is practicable, all vessels should be fitted with a radar reflector? Even if you can't fit one, it is a requirement of the current regulation that one should be carried on board.

Fire extinguishers

Warning - from 1st January 2004 it will be illegal to have a Halon fire extinguisher fitted in your boat. Your old extinguishers must not simply be dumped in your dustbin and certainly not in the bins at Cobbs - speak to the Marina Office for information on safe, legal disposal.

River Hamble speed limit

For those of you who visit the River Hamble, are you aware that the Harbour Authority are installing high-definition CCTV cameras to enforce the new 6kt (through the water) speed limit? The first one to catch you is situated on Warsash College Jetty - you have been warned!

Sea Safety Checks

Some of our dockmasters have now been trained by the RNLI as SEA Check inspectors. Ask at the Marina Office for details.

And remember the collision regulations...

"Here lies the body of Andrew Grey who died protecting his right of way. He was right, dead right as he sailed along, but just as dead as if he were wrong." Remember - Safety first!

Web watch - some interesting (or even useful) sites to visit

www.eumetsat.de	Weather satellite images
www.freeware.mcmail.com/sailing.htm	List of UK yacht clubs
www.marinas.co.uk	The all-new MDL website. Have you Club Outlook card ready to access the berthholder-only areas.
www.marinefuel.info	Fuel prices around the coast
www.mcga.gov.uk/c4mca/solas.pdf	SOLAS regulations booklet downloadable in Adobe Acrobat format
www.meto.gov.uk/datafiles/inshore.html	The Met Office inshore waters forecast
www.meto.gov.uk/datafiles/offshore.html	And the shipping forecast
www.phc.co.uk	Poole Harbour Commissioners
www.poole.gov.uk	Poole Council website—follow transport links for more on the new bridge progress
www.rnli.org.uk	Details on that funny new building down the backwater channel from us
www.rya.org.uk	The Royal Yachting Association
www.tideguide.co.uk	Tidal planning made easy
www.wetterzentrale.de/topkarten/fsfaxbra.html	All in German, but contains the Met Office synoptic charts for 0 to 5 days—downloadable for free
www.xcweather.co.uk	Wind speed map and other weather information, also available on WAP (mobile phone) at xcw1.com
www.ybw.com	Popular boating magazine web page

The editors would like to thank all contributors for their work in producing this newsletter. The views expressed by contributors to this newsletter are not necessarily those of CQBHA and the Association cannot be held responsible for any errors or omissions.

Acting joint editors: John Avery & Andy Binnington.