



## Newsletter - January 2005



A Happy & Prosperous New Year from all the CQBHA committee members.

The Christmas and New Year festivities are now behind us and we have the 2005 boating season to look forward to. Inside this edition of the newsletter, we have a range of articles to inform and hopefully entertain you!

**BUT... this may be the last newsletter you will receive!!**  
**The Cobbs Quay Berth Holders website is now online!!**

**[www.cqbha.co.uk](http://www.cqbha.co.uk)**

We will be using the website to distribute the majority of our information in the future and the expensive, **paper based newsletter, will no longer be sent out to all members.**

We realise that not all our members will have access to the internet and **IF YOU INFORM US THAT YOU STILL REQUIRE A PAPER COPY**, we will still send you one via snail mail.

### WHAT YOU NEED TO DO:

If you have internet access then GO TO **[www.cqbha.co.uk](http://www.cqbha.co.uk)** COMPLETE THE 'UPDATE YOUR DETAILS' FORM AND PROVIDE US WITH YOUR EMAIL ADDRESS. In the future, when new newsletters or other significant information are posted on the website, we will send you an email.

IF YOU DO NOT HAVE ACCESS TO THE INTERNET then complete and return the form on page 13 and we will continue to send you a paper copy when it is available.

The website contains a range of information, designed to keep you informed and assist with your boating in general...from the weather forecasts, discussions with Andy Osman on marina matters, to the 2005 cruising programme and other useful information.

Please browse the site and we look forward to having your feedback. We can then further develop the website to meet your requirements!

#### Call for New Poole Bridge Objections

**!!URGENT URGENT URGENT URGENT URGENT!!**

**See page 2 NOW**

**In order to have as much evidence to put before the next public inquiry and to be able to address the Government Inspector, it is important for individual berth holders to raise objections at this time.**

**You have only until 17th January to submit your written objection. If you want the best possible environment when the bridge is built THEN LODGE YOUR OBJECTION NOW!!**

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## **Call For New Poole Bridge Objections    !!DON'T WAIT— DO IT NOW!!**

The Borough of Poole has submitted to the Secretary of State for Transport its application for a second lifting bridge and an application to change the regime for the operation of the existing bridge. This application is a formal application for a Borough of Poole ( Poole Harbour Opening Bridges) Order under the Transport Works Act 1992.

Once granted, the Council will be able to alter the opening times at the existing bridge and commence the construction of the second opening bridge.

The Association will be lodging an objection to the Application.

***Every berth holder has the right to object to the application.***

At the last public inquiry the Association were not permitted to call berth holders to give evidence to the inquiry, as they were deemed not to be expert witnesses. **In order to have as much evidence to put before the next public inquiry and to be able to address the Government Inspector it is important for individual berth holders to raise objections at this time.**

Initially only a letter is required outlining the reasons for the objection e.g. safety, environmental, restriction of navigation etc. In due course each objector will be able to submit further more detailed written information.

Objections should be sent to: -

**Secretary of State  
Department for Transport  
9th Floor, Southside  
105 Victoria Street  
London, SW1E 6DT**

**!!Representations must be submitted on or before 17th January 2005!!**

Berth holders who submit representations are asked to notify the Chairman by email via [chairman@cqbha.co.uk](mailto:chairman@cqbha.co.uk) in order that all the objections from Cobb's Quay can be coordinated.

### **Some key items of relevance**

The new bridge will be **in addition** to the current lifting bridge

The proposed air height of the new bridge will require the bridge to lift for the majority of vessels at Cobbs Quay

It is proposed that the two bridges will **NOT** lift at the same time

There will be a restricted holding basin between the bridges where vessels will have to wait between bridge lifts

Holding arrangements have yet to be defined

Bridge opening times have yet to be defined



# Cobb's Quay Berth Holders Association

## Formal Notice of 2005 Annual General Meeting

**The CQBHA Annual General Meeting will be held in Cobb's Quay Yacht Club  
at 10.30 a.m. on Saturday 9<sup>th</sup> April 2005**

### AGENDA

1. Chairman's Introduction
2. Secretary's Report
3. Treasurer's Report and Adoption of Accounts
4. To receive a resolution to increase the annual membership subscription to £10
5. To receive a resolution amending the role of the Secretary
6. To receive a resolution creating a dedicated Membership Secretary
7. Election of Officers for the ensuing year
8. Election of Committee for the ensuing year
9. Appointment of Auditor

Following the completion of the formal Annual General Meeting agenda, a presentation will be made on the new Cobb's Quay Berth Holders Association Web Site.

Mr Andy Osman, Marina Manager, Cobb's Quay Marina and Mr Jon Eades, Marina Director for Marina Developments Limited, have been invited to attend and to address the meeting.

As always, questions to our guests will be invited 'from the floor' on the day. However, if you wish to lodge your question in advance please submit in writing (e-mail or by post) to the CQBHA Chairman as below.

We are aware that a number of positions on the committee will become available at the AGM this year as some of our long standing committee members have indicated that they intend to stand down.

We anticipate the following posts will be available:

Deputy Chairman, Editor, Secretary, Member Secretary, Pontoon Representative.

If you would like to make a contribution and be more 'in the know' then contact :

Chairman John Avery  
Telephone: 01202 695743  
Fax: 07092 333215  
e-mail: chairman@cqbha.co.uk

15 Springdale Grove  
Corfe Mullen  
Wimborne  
Dorset, BH21 3QT

# Cruise Report — Weymouth & Torquay 2004

## Kevin Butlers' Report on the final cruise of the Season

The briefing on the Friday night gave us a marginal weather report for the bank holiday weekend, with this in mind a decision to go was made. With the mixture of vessels from 13 metres to 8 metres, and the complication of yet another timed bridge, the fleet of 25 boats was split into two groups leaving at 09.30am and 10.30am respectively.

An advanced agreement between the marina and ourselves for the berthing plan had been arranged and the marina had instructed me to inform all the crews that the plan would be cast in stone!! I laboured this point at the briefing and the vessels that were to moor on the pontoons all left on the first bridge to make the whole event easier. That morning the Weymouth marina staff made alterations and this caused a few fender problems on arrival, as the berthing plan was completely different! I was with the second phase and on our arrival I was now holding the whole new plan up! Oh to be faster than 22 knots!!

The plan was that Linda would be there to help for our arrival as she was going by car, however the bank holiday traffic was such that we arrived well ahead of her. I would now like to thank Mandy for allowing Peter from Amanha to organise the berthing which was achieved in an efficient and orderly manner. Thank you.



As you can see the 2005 Weymouth berthing plan is already taking shape!

The main reason for our visit was the Annual Dinner and Disco, which for the first time in a number of years had been switched at the last minute to the 3 star Hotel Prince Regent. (Due to a fire and closure of the old venue, Weymouth is not in my station area so no influence on the outcome at all!!) The distance to the Hotel on the Esplanade was a little further than our previous venue but well worth the walk. The venue, food, entertainment and company were all excellent.

Linda and I would like to thank you all for your continued support of the association throughout the year, and the unexpected presentation that we both received. Even I was speechless and overwhelmed — thank you all. Our raffle was another success even if it seemed one table dominated the event, still there is always next year Mike, ask Norman!!

Monday arrived all too soon and this saw the fleet split. Vessels homeward bound to Poole left to what would prove to be a challenging passage but all returned safely. The other half remained for an extra night before departing to Torquay. Having a car, I took a few people to Portland Bill and I am pleased we were not out there on the Monday afternoon! We saw two vessels outside the race that we now know were vessels from Cobbs Quay, they disappeared from sight between the swell, white splash and coffee coloured water.

The delay on our part proved the correct decision as we waited for the weather to abate.

Continued on next page

The next day saw a sunny departure from Weymouth and a pleasant crossing to Torquay. We were greeted by what seemed like the whole dock staff and the gesture of wine on our arrival was a welcome and appreciated gift from the staff of MDL Cobbs Quay. The welcome in person from the Torquay Marina Manager was also an unexpected pleasure.

With the Dart beckoning, a trip was arranged to take two boats round with those that wished to see this picturesque location.

Both Spindrift and Calico made the journey, picking up a buoy at Ditisham. After a long hill climb to walk off that pub lunch we had a photo call before returning to Torquay.



On the night of Roger's and Christine's wedding anniversary, Calico and Spindrift invited us all to a fancy dress Caribbean style.

With an early return imminent due to the predicted weather, we all contributed to an end of cruise barbeque hosted on Amanha and Tyronne Venture in the perfect evening sunset.

For the record none of the crew members present were ever competitive on any of the games hosted by Castaway and no one ever dominated shock - honest!

Our return trip was pleasant and sun drenched for the passage from Portland to home in a favourable flat mirror sea. The predicted weather of high winds never did arrive on the Sunday, so we all returned to Studland soaking up every ounce of sun before our return to reality (good name for a boat) and work!

Kevin Butler — Social Secretary



## Cruise Report — Ouistreham & Caen 2004

# Du vin, du pain, du Boursin

Our thanks to Liz Saunders who has come up trumps again this year with an excellent account of the cruise to Ouistreham and Caen.

Mmmmm.....how many moorings did you say? And twice into a lock! That was guaranteed to bring me back to reality! OK, I can do this, after all it's 15 months since our first channel trip in the S28, my knuckles have recovered from gripping the grab rail and I don't even have to hold on now, and we have graduated to a larger boat and completed Yachtmaster, So whatsa da problem? – how many moorings did you say?

I guess the truth is I still have kittens every time we moor and my knees are quite used to rattling against each other now, but it's comforting to know I am not alone. Once the lines are secured I can let out the breath I've been holding and we can take out the two dummies, bottles and toys that have been our insurance against Chloe, our granddaughter, crying at that crucial mooring moment.

The day of our departure was beautiful – yawn – despite the 7.30 bridge, we couldn't have asked for better and now we know that Kevin managed great weather for both Ouistreham and Torquay he is going to have to do some pretty fancy footwork next year if rain is forecast!

I did feel more comfortable and actually excited, which was a huge leap forward from my total terror last year! Once we had all cleared the Harbour and set off we figured our next stop would be to hoist our courtesy flags for Cherbourg, but we heard Roger from Calico on the radio with a problem, which gave us all cause for concern. With much advice suggested and offers of an escort home, Roger had a 'play' to check on driveability and decided to press on – much to our relief as it would have been disappointing to have left them behind. There was a useful side to this, in that we all had the opportunity to have a quick pit-stop and sort out the French courtesy flags.

During our crossing we caught up with, and passed, Girl Fisher who was to act as our safety boat. Our arrival was made easier, especially for crews who had not yet encountered the quirky Cherbourg mooring fingers, by a welcome from boats who had been slightly ahead and were co-ordinating a very orderly berthing plan. The 'boys' of course were straight around to Roger's to see what had caused the problem, Roger had in the meantime developed huge muscles from managing the journey without power steering, the fluid reservoir having dropped into the engine bilge!

Naturellment, no trip to Cherbourg is complete without a ramble to the hypermarket – just for the odd bottle or two – yeh! One of us found out that the boxes were not perhaps as strong as they could be! And a very sticky walk back to the Marina followed, although being wise to the cobbled footpath this year, I did carry my cakes.

On our return to the Marina we discovered that Angela Wragg was celebrating her birthday and we were all treated to bubbly and lovely cakes, even Chloe managed some bubbles.

Sadly, three of our party were not able to continue on for the remainder of the week, Moody Blue, Lady Louellis and Solaris waving us off on the next leg of our journey. They left Cherbourg later in the day ..... But that's another story!!!

This stretch of the journey was a little bumpy and not such a wonderful crossing for the boats with young passengers – some of whom didn't travel so well, although once we rounded the coast and were in the shelter of the land the sea improved and I was able to settle down to enjoy the scenery, especially as the French fishermen kindly mark their pots more clearly than others who could be mentioned.

One mooring down, only five more to go.....but I'm not off the hook, there in the distance looms the nightmare lock. Now, for anyone who is not familiar with Jonathan's swim in the lock at Island Harbour, you've missed it, but his arm is improving. As we don't have a lot of experience dealing with locks, we (that's the royal 'we') decided we should hang back and see if we could gently come alongside another boat and just hold there. This we managed to do by nosing up to Calico. The lock staff were also very helpful and it was interesting to watch a large commercial vessel edging her way through the other side of the lock system.

The marina at Ouistreham is almost an immediate left turn after leaving the lock and we were welcomed in by the marina staff who, thanks to Kevin's organisation, were expecting us. We were all able to moor on the same pontoon and create our own little Rally corner. We were only able to spend one night here as we were ousted in favour of the annual Figaro yacht race. Thankfully, Kevin had been able to re-arrange a couple of nights at Caen.

To reach Caen we took a leisurely journey along the canal where the speed limit was a max of 6 knots and NO WASH allowed - unless of course, you are French. This journey took around two hours and I was very fortunate to have on board my 'ace' babysitter Emma, who was also quite amused by how her Dad sounded over the radio.....Reality standing by on 6!!

The plan had been for all of us to travel together but one thing we could not foresee were the number of yachts taking part in the Figaro race which meant that 'monsieur frenchman' who boards his bicyclette and pedals like mad between the 3 bridges along the canal opening and shutting all day was otherwise occupié and left everyone else waiting. Not being close enough together at Pegasus Bridge, only half our boats were able to get through the lift together, before the bicycle came out again and off went the operator. Being at the head of the boats who had made it through (Kevin and Jonathan are CEVNI qualified and decided in case there were any issues with the authorities we would be better one at each end of the line), we radioed the others that we would try and find a place to moor and wait for the next bridge lift to allow us to travel together again, but there just wasn't anything there, so the decision was to carry on slowly and hope we would all meet up.

No chance for the others to catch up left us carrying on to the entrance to the marina which was accessed via another lifting bridge.

A call to the marina office to find out when the bridge should next open was answered with a very unhelpful “I just don’t know” We were left holding station in a narrow part of the river for about 40 minutes, thankfully not close enough to the river bank for the rats that Special ‘T’ noticed to hitch a free ride.

Another mooring coming up and another challenge, the marina spaces are quite narrow and we found ourselves having to approach the fairway in reverse. After an excellent mooring despite that – what a relief – we were able to help others with their lines. Just as I was thinking about putting the kettle on Jon decided to move to another berth but this time I was a relaxed bystander as the men went off to crew Castaway around.

Caen marina is situated in the centre of the town in a very picturesque setting. The city was extensively damaged during the Second World War with 90% of the buildings being destroyed. The city centre is modern although typically French and seems to work on a grid system of streets.

Our two days in Caen were very enjoyable and after drinks the first evening on Castaway all were invited to Girl Fisher for our second evening, and spent a very enjoyable time on board. Caen has an excellent shopping centre and also boasts a selection of restaurants, although I think a couple of them got the thumbs down!

During the stay we decided to visit the Caen Memorial, a fairly recently built memorial which covers the history of the 20<sup>th</sup> Century, in particular D-Day and the events of 1944. To get there we actually tried the public transport system and it was *clean, on time* and *cheap*, with a 24 hour family ticket to ride as many times as we liked for as little as £2.80 for four of us, quite what the girl in the ticket office made of our ‘odd family’ I’m not sure, but I can’t remember whether Kevin was my brother or my Dad that day!!!



*Caen Memorial*

Our stay seemed all too short with Caen definitely a place worth returning to. Leaving the marina around 10.30 in the morning our trip back to Ouistreham was in very pleasant sunshine, with Emma and I managing to spend most of the journey on the fore-deck, though we were concerned about dodging the low flying seagulls.

Although we had previously been able to moor together at Ouistreham, on our return we were slotted into odd empty berths.

A trip to Pegasus Bridge and the fairly recently built museum was agreed by all and a treat in-store as we all travelled on Girl Fisher. The day was so hot that the air conditioning was very welcome. Gill spoiled us all with refreshments on the way.



Once we were all ashore we rounded up for our 'class photo' and spent an interesting couple of hours wondering about the area. Pegasus Bridge was liberated as part of the D Day Landings in June 1944.



*“Following route D515 north along the Orne river to the sea, you come across the site of the first engagement of D-Day: the twin bridges linking Ranville to Bénouville. Pegasus Bridge was the objective of the British 6th Airborne glider infantry, six of whose gliders landed noiselessly shortly after midnight on D-Day (i.e., six to seven hours before the actual seaborne landings started). Their mission was to sever a major artery between Caen and the sea, and thus prevent German reinforcements from hitting the left flank of the invasion area, all the while keeping the bridges intact for later expansion of the beachhead. The 150-odd men rapidly overwhelmed the sleeping German defenders and managed to hold off counterattacks for over 12 hours — until Lord Lovat's commandos arrived (to the tune of Bill Millin's bagpipes). The original bridge, the first part of France to be liberated from the Nazi yoke (along with the neighbouring café Gondrée), was replaced in 1994 (a few weeks before the 50th anniversary celebrations of the landings, to the disgust of veterans) but can be viewed on the other side of the river, next to a museum, the [Mémorial Pegasus](#), which opened in June 2000 and whose shape resembles a glider.”*

*Excerpt taken from [www.EriksVane.com](http://www.EriksVane.com)*

Café Gondrée is worth looking in on, the memorabilia dating back to the time of the Liberation is fascinating and I believe the café is still run by the daughter of Madame Gondrée whose home it was during the war years.



What do a lovely sunny day, Kevin and Jonathan in their Speedos and water blaster guns add up to? ....yes....a Cobbs Quay water fight in dinghies. Crews were dispatched with full tanks and other crews launched and joined them for a soaking, bailers were needed and crews were forced to return to their home vessels for reinforcements!! Watching from the deck with Chloe in her best 'pampers' and raring to go I wondered why Ann Heyton was crouched down on the foredeck of Work of Art.....as the dinghies approached she jumped up with a hose on full blast to fend off anyone who thought they might just get close and soak her new bikini!! All of this fun and hilarity had to come to an end when we were moaned at by a miserable Frenchman – maybe he was just 'billy no mates'.



Returning from the marina office with our 'goody bags'

One of the highlights of our week was the fantastically organised 'Caribbean Evening'. Hosts Val & Tony and Christine & Roger giving no clues just where they had managed to pack all that 'alcoholic-al' into their boats for this fun evening! All of our boats had cocktails named after them and I had to try the 'Castaway Cruiser' of course. I wonder if anyone needed a 'Calico Cooler' after a 'Reality Ripper'!!! and I did hear that 'We sail tomorrow' was very popular and just a *little* potent.

At first glance from the marina Ouistreham does not seem to have a lot to look at, but not to be deterred Linda and Ann set off and managed to find a 'shopping centre' worth a visit. But before we 'girls' could get our shopping shoes on, the weather decided to take a hand and save the boys from the dreaded 'retail therapy' – a lucky escape – it won't happen twice.

To ensure there were no fuel problems (!!\*) for the journey across the Channel we all took the chance to slip out one by one to refuel and Kevin tested the very limits of our French knowledge by asking the marina staff 'do you get commission on all of this refuelling'. Kevin, I can get you a beer, a train, a hotel room, but hey!! Perhaps next time we could try something like 'is here OK; or 'fill her up'.

Not many lazy mornings this holiday as we had been working to lock and bridge timings as well as tides, so another early start to ensure we were all packed and ready to go through the lock together. Phew! that's over successfully and just two moorings to go.

As we left the lock and gathered ourselves together, the leaders of the incoming RYA Rally demonstrated their courtesy by blasting past us all! Tyrone Venturer some way back in the group (and not blasting I would add) recognised our motley group and waved.

The coastline along this area is very pretty and we had all agreed before leaving that we wanted to go in as close as we could to the Mulberry Harbour at Arromanches. Looking at the remaining pieces that created the harbour, it is hard to imagine the effort that must have been involved in getting it there and keeping everything from enemy attack. The museum at Arromanches is worth visiting and actually has a replica of the Mulberry Harbour as it would have been in 1944.

Leaving the harbour behind us, we all sat and said a VHF 'cheese' for Peter who took the official photograph of all of the boats with the town and harbour behind us.

When we arrived at Cherbourg the pontoon where we had hoped to be on our outward journey was free, as the RYA rally had departed that morning. An evening bar-b-que had been agreed and this meant a trip en-bloc with 3 trolleys to the hypermarket to plan our assault on the boeufburger and saucisson counters. That raided and 40 burgers in our hands all we needed was a bar-b-que to cook it all on. The smallest and cheapest, yeh, that'll do but it was tiny. OK who's for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> or even 4<sup>th</sup> sitting, we hadn't thought about how many we could cook at once and Chris came to the rescue with a disposable bar-b-que. Linda and I put on the ovens to keep everything hot and I relented and agreed to cook the kebabs on the griddle, no I didn't wash it and yes—we kept getting a whiff of kebab all the way across the Channel.

With a bit of help from everyone we all ate an enjoyable meal. That is, except the tramps who were keen to have the Euros from our trolleys but were sent away, muttering threats under their breath. They were actually quite intimidating and perhaps something for other visitors to the marina to be aware of.

All of this merriment and frivolity had to come to an end and we prepared for our return across the Channel, sadly a day early, as having checked the forecast carefully at the marina and conferred with our weather watchers at Cobbs Quay, we all thought it safest to get everyone home in comfort.

When we left Cherbourg it was a little hazy but not long into the crossing the visibility cleared and we were able to make good speed on a wonderful flat sea. Watching Condor approach from a few miles back I heard Clive on Girl Fisher asking the captain to give us a wide berth – to which his reply was 'you spoil all my fun'!!!

On arrival back at Cobbs Quay, not wanting the holiday to come to an end so soon, we were all invited to partake of cheese and wine on Work of Art, where we did our usual thing and took up most of the pontoon. We knew they had bought some cheeses in the hypermarket, but not that they searched for the smelliest ones around! Another lovely evening and a nice one to end our weeks cruising.

To everyone who took part in the cruise – thank-you for making it a great week. A big 'well-done' to April who conquered her seasickness. And thank you to all young crew who helped me with my baby crew member!

Liz Saunders – July 2004

The editor 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.

Editor: Ken Wragg.

## The Wreck of the Alexandrovna

How often we pass the Purbecks on our way to Weymouth or the Lulworth and Chapman's Pool areas and look at the Anvil Point lighthouse, little realising that over a hundred years ago there was a very different scene occurring here under the very cliffs on which the lighthouse now stands.

In the early hours of Saturday, the 29<sup>th</sup> April 1882, just after the Anvil Point lighthouse was completed and made operational, a hurricane swept the south coast of England. Just as the hurricane subsided it was reported that the 1,250-ton full rigged sailing ship the Alexandrovna of Liverpool was missing. She was bound in ballast from Maasluis in Holland for Cardiff. Later in the afternoon at around 4pm, a keen eyed observer spotted a ship with her topsails in ribbons and only a staysail set. There were no signs of any crew trying to save or leave the ship in the minutes before "the fated ship was among the broken billows, which covered the sea with foam for hundreds of yards from the rocks". Immediately the Swanage lifeboat crew was mustered, but it was soon realised that there was no hope of the lifeboat rounding Durlston Head in the prevailing conditions. Accordingly they remained standing by in case, by chance, a ship's boat or wreckage carrying survivors was to be swept into Durlston Bay. Meanwhile the rocket apparatus was man-handled along the cliff path to the scene, below Anvil Point, but there was no response to the shouts or signals. It seemed the wreck had been abandoned. The lifeboat crew stood down at dusk and launched in marginally better conditions to investigate the scene at dawn. They were unable to approach the wreck closely owing to the dangers presented by the rocks, but they could see no sign of life and after checking the cliffs for signs of survivors they returned to Swanage.

The wreck struck the perpendicular cliffs at the ragged rocks to the west of Round Down near Tilly Whim and was broken to pieces in ten minutes. All the crew, which was assumed below decks were lost, later found "jammed in among the rocks, or floating in the waters of the channel, most of them bearing marks of frightful injuries, inflicted, it was hoped, after death". The ship's name was unknown until an empty ship's lifeboat was found off Yarmouth on the Isle of Wight and a large quantity of wreckage was thrown ashore next to the Needles.

On the following Thursday evening the steamer Empress brought a large party round Durlston Head to see the wreck. They saw "immense quantities of wreck" which included two large sections of the ship. One body was found naked with a lifebouy in its arms and others were picked up "much bruised and disfigured".

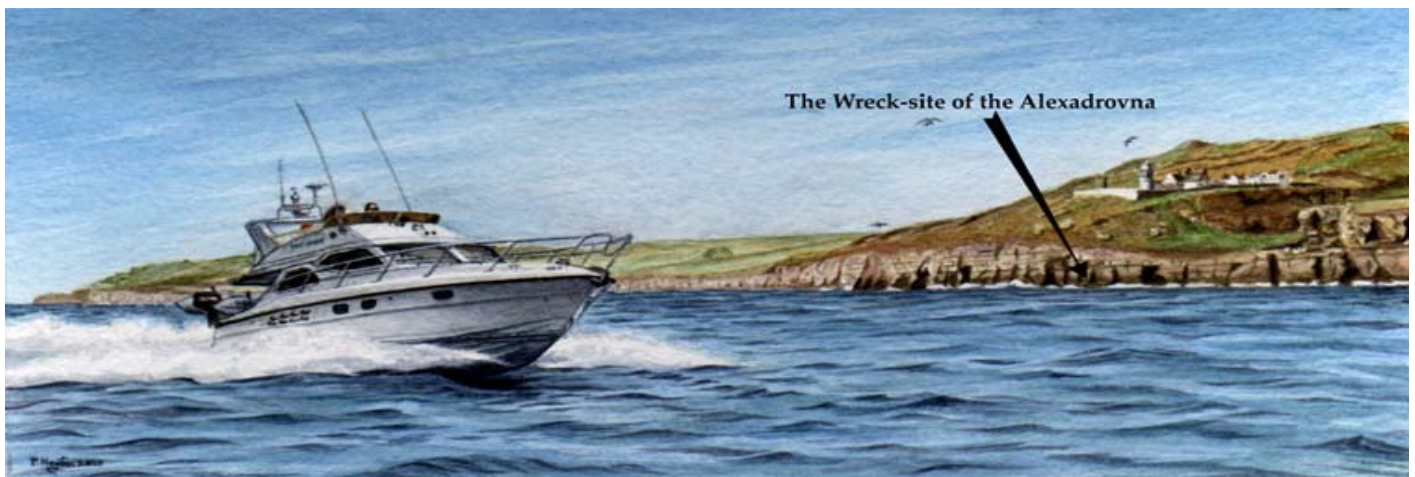
Describing the hurricane that year, C. E. Robinson wrote:

"The phenomenal violence of the gale may be judged from the fact that sea-salt is recorded to have been blown by it more than a hundred miles inland; and that it completely stripped all the trees in exposed situations on the coast of their young green leaves which the spring had just brought out".

The number of lives lost varies greatly between eighteen and seventy-seven, but one thing remains so obvious, the sea can be a very vicious and frightening place if it wants to be and must be treated with the greatest respect at all times.

As much as we sometimes complain about the weather conditions these days it would seem, from the wreck stories I will relate in future issues, that things haven't changed that much and I would suggest that the good old days weren't always how we would like to remember them. Until the next wreck story enjoy your boating and TAKE CARE.

Peter Hayton. 2004



## REMINDER

If you wish to continue to receive information from the Association then you need to do **one** of the following:

If you have an email address, then logon to [www.cqbha.co.uk](http://www.cqbha.co.uk) and register your details and email address. You will then receive notification of newsletters and changes to the website via email.

If you DO NOT have access to the internet then complete the form below to update our personal details and post it to:

CQBHA Member Secretary  
c/o 47 Pinewood Road  
Ferndown  
Dorset  
BH22 9RP

**If you do not register then you will not get any further information from the association.**

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### MEMBER DETAIL UPDATE FORM

I am a member of CQBHA . I do not have internet access and I wish to continue to receive a paper based newsletter and other communications when distributed by the association. I agree to CQBHA using my personal details in relation to association matters.

Name .....

Address.....

Town.....County.....

Postcode.....

Telephone.....

Boat Name.....Berth.....

Signature.....