

# HORIZONS

THE COBB'S QUAY BERTH HOLDERS ASSOCIATION  
MAGAZINE

**February 2008**

**Your Very Own Yearly Magazine with**

*Cruise Stories*

*Articles of Interest*

*Poole Harbour Wildlife*

*And much, much more*

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## EDITORIAL



It's that time of the year when we are getting our pride & joys ready for another season and are beginning to plan trips and days out with family and friends. It is also the time when we reflect on the previous year and remember the good times and the lessons learnt.

Last year the CQBHA Committee decided, thanks to the advances with the internet, to change the way we pass out information. They have, this year, started to put out a brief newsletter every month and put immediately needed information on the web site as a way of keeping the membership up to date.

This has basically left the old style newsletter redundant, so we decided, last year, to pilot the idea of a magazine. It proved to go down so well with members that it is now to be a regular winter production named "Horizons". The aim is to look back over the past season and to bring you interesting articles and information plus a few funnies for you to keep and enjoy throughout the year.

This first issue of Horizons has been helped greatly by the berth holders themselves. They have produced some very good cruise reports for me and with such a wonderful sense of humour that will have you smiling and reading them more than once.

Having fun and laughing is one of the best tonics we can have in our busy lives and the writers have done us proud with their witty prose and articles.

Why "Horizons" I hear you ask, well.....the CQBHA Committee tries to help all of us broaden our horizons with cruises and social events and most people buy a boat to go a little further .....What better name could we have chosen?!

The Cobb's Quay boating people are a crowd apart, they look out for each other and the one thing I have noticed out of all of this is the amazing camaraderie that is felt both on our cruises and when we are out locally.

It is a great thing to say I'm a Cobb's Quay berth holder.

Be proud of the fact that most other Marina berth holders look to the CQBHA for ideas and ways of improving their associations.

One last thing.....for this Magazine to be a success we will need constant input from our members and to this end I am personally asking you to send any articles, that will bring a smile or help fellow members, to the editor at the E-mail address below.

Have a wonderful, safe boating season in 2008  
Pete Hayton

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

## CHAIRMAN'S REPORT



### Review of the Year

I think by most standards you would all regard this as a successful year. Apart from being hampered by windy conditions which stopped a couple of cruises and delayed another, I have enjoyed meeting many members around the marina and at our events.

We have continued to meet with the Marina Manager – Dave Wilson – I hope you are reading the meeting reports on the web site. Please do, it will keep you up to date with what we are doing on your behalf.

During 2007 we have forged very strong links with our new Marina Manager and other MDL staff and we look forward to that continuing in 2008.

### Events

Events have been many and varied, starting with a Quiz (challenging or what!!) in the Club House. As the weather improved we had a successful Boat Jumble.

The Summer (!! ) Party was saved by last minute work by the MDL team to get marquees. Although it poured that kept everybody together and many said it was **better** for the rain!

September saw the Barn Dance with your Vice Chair being 'way out west' (alcohol induced) but this was another cracking success for the events team (Mike and Clive) and many other helpers.

Season finale was the Fish and Chip Cruise. Travelling round the Harbour you would almost think people waited until we passed to set off their fireworks – especially at Brownsea Island.

### Cruising

Kevin and Linda had another exhausting year making sure everybody had a great cruising season – and trying to find time to enjoy it a bit themselves!

We had planned 8 cruises – and managed to complete 5, others being hampered by weather. The main holiday cruise to the Channel Islands and France was delayed but went a little late – thanks to connections of one of your Committee finding berths outside the Bridge for a very early start to miss the worst of the weather. Being port bound in Guernsey did not spoil an enjoyable holiday.

The season was rounded off with the traditional end of season trip to Weymouth and annual Dinner Dance. A lovely journey to finish off an 'average' weather season!

### Web site

We all hope that you make regular use of our web site. We see it as our main reference tool for you our members. It gets many compliments and is a great resource for weather and many other things. Why not make it your home page?

After many years on the Committee – the last few spent leading the development of the web site - Ken Wragg has decided to hang up his oil skins. This leaves a big hole as the web site is 'his' but he has assured us he will help to hand it over and we plan to continue with the high standard Ken has set.

### Member Communication

In addition to this magazine (produced by Peter) and the web site we have been working on ensuring that you as members get regular communication from us. Several of your Committee members Val (who also deals with membership), Keith (who links via the pontoon representatives) and Jim, are planning a monthly news update by e-mail. A constant problem we encounter is out of date e-mail addresses and boat/berth details. Please be sure that you keep Val up to date – use the web site to update your details.

*“Events have been  
many and varied,  
starting with a Quiz  
(challenging or what!!)  
in the Club House“*

... and finally

**You will find out below** Our plans for next year are to repeat a programme of 'land based' events. Keep your eyes on the web site and the pontoon heads [for up to date information](#). Also keep an eye on your inbox!

We have another ambitious cruise programme organised by Kevin and Linda. This year they will be supported by Roger Squires – no doubt assisted by Marjorie.

Merchandise for your Association is available and can be ordered from the marina shop – Ian Wateridge deals with the Association merchandising.

I would also like to recognise the quiet 'behind the scenes' work undertaken by Carol (Secretary) and Jennie (Treasurer). Both keep me on the straight and narrow and make sure that the Association continues to go from strength to strength.

Here's to a great season in 2008!!

Jonathan Saunders  
Chair, Cobb's Quay Berth Holder's Association

## Berth Holder's Association Land Based Events for 2008

12<sup>th</sup> April - Boat Jumble and Coffee Morning,

21<sup>st</sup> June - Mid Summer Solstice Party on the lawn in front of the Club House.

20<sup>th</sup> September - Barn Dance

8<sup>th</sup> November – Fish & Chips Cruise (NB/ Date to be finalised)

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## LOOKING AHEAD WITH THE COBB'S QUAY TEAM

Christmas came and went and we are quickly into the new season with the team working hard to organise this year's berthing renewals. Demand for berthing, I am pleased to say, is high with strong demand from new customers.

What are we doing with the Cobb's Quay Berth Holder's Association this coming **2008 season** at Cobb's Quay I hear you say. The Association, working with the Cobb's Quay Team, plan to have several events this year. ([Editors Note :- see Events planned above](#)).



The first event will be on the 12<sup>th</sup> April with the **Boat Jumble** – MDL will be arranging a Coffee Morning, we are also intending on the same morning to have a **Welcome Aboard** meeting with all new berth holders to Cobb's Quay.

The **Mid Summer Solstice Party** on the 21<sup>st</sup> June on the lawn in front of the Club House will again be in a large Marquee hopefully without the rain this year, not that it stopped over 300 berth holders and guests enjoying themselves last year. The party will include live music, D-disco, food and more.

July will see the return of the **Dogfish Dave (yours truly) Fishing Competition**. This year it will be open to all berth holders within MDL. I plan to run it on the same basis as last year, fish being digitally photographed at time of capture, so only fish for the table need be landed.

December 12<sup>th</sup> 13<sup>th</sup> and 14<sup>th</sup> will see a **new event** (long weekend in St Malo) for Cobb's Quay. Working with some of our colleagues in other MDL marinas, we will be sailing with Brittany Ferries from Portsmouth to St Malo and we have a great deal. Details for this event will be out in September.

With your Berth Holders Association and the MDL team working very hard to bring a wide range of events and rallies, why would you want to be at any other marina than Cobb's Quay?

**Charity Request**. In May of this year I am personally taking part in the **Great Island Challenge**. The event is in two stages sailing and then cycling around the Isle of Wight. We have to raise as a team a minimum of £5,000 for the charity Seafarers UK. If you have any odd bits of boat jumble that you would be willing to donate to the Cobbs Quay table, we will then sell it at the April Boat Jumble, all the money raised from the table will go to the Seafarers Charity. If you can help in any way just drop your donation off at the office.

Yours truly,

Dave Wilson, Marina Manager



## RED DIESEL UPDATE— THE CURRENT STATE OF PLAY

The RYA and BMF (British Marine Federation) can now confirm that the key features of the new scheme for charging duty on marine diesel to be introduced by Her Majesty's Revenue and Customs (HMRC) with effect from 1 November 2008 will be:

- Private users can continue to use marked fuel (red diesel) providing they make a simple declaration to the supplier and pay the full duty rate for heavy oil;
- Registered Dealers in Controlled Oils (RDCOs) will be responsible for declaring the duty collected to HMRC; and,
- Fuel purchased for domestic use (i.e. not for propulsion of the craft) can continue to be purchased at the rebated rate.

HMRC have yet to issue a public statement but have released to the RYA its Impact Assessment which is available in related links above.

Under the new scheme, HMRC envisage that boaters will 'self declare' whether they are a commercial or recreational vessel and recreational vessels will pay the full duty rate. Fuel used for heating purposes on board will continue to be sold at the rebated rate of duty and the retailer will take the owner's word, again based on self declaration, on what proportion is for heating or lighting and what is for propulsion.

Dave Fitzgerald, HMRC confirmed that the core policy had been fixed but that they would be working closely with RYA, BMF and other stakeholders in relation to developing the detail of the declaration process and apportionment of fuel for domestic use. Following that consultation process, HMRC will produce comprehensive guidance.

Neil Northmore, the RYA's Government Affairs Advisor, said: "Since the decision was made to charge a higher rate of duty on red diesel, which required a new regime, we have been working hard with HMRC to find a sensible solution for all. "Our main concerns were availability and safety, and we were aware that there was a danger that some retailers in more remote areas would simply not bother selling to pleasure boats on the premise that it would be more trouble than it was worth to distinguish between private and commercial craft, and then process the paperwork."

The onus will be on the owner of the boat to self-declare whether they are a commercial or recreational vessel and pay the appropriate rate of duty at the pump. Anyone falsely declaring they own a commercial vessel may be subject to enforcement action by Her Majesty's Revenue and Customs.

Howard Pridding, Executive Director of the British Marine Federation, said: "While no-one is going to pretend that the duty increase on red diesel is a good thing, we are pleased with how HMRC has managed the consultation process and the position that they have finally adopted. There were real fears that the marine industry would be hit with significantly increased costs and administrative burdens but HMRC has listened to our concerns and come up with a system which the BMF feels able to support.

"The proposed system spreads the burden between boaters and the industry in a fair way and hopefully will ensure that, with the industry able to keep the existing infrastructure, boaters will still be able to access fuel in convenient locations."

The campaign to secure future diesel supplies for recreational boaters has been running since 2003.

The RYA and BMFs work with the HM Revenue and Customs has been instrumental in ensuring diesel remains available, particularly in remote areas where the priority has always been supplying commercial vessels.

"This solution ticks many of the boxes for recreational boaters. Availability will not be affected, which gets rid of the safety concern, and the potential for reams of paperwork or even registration of craft, to identify commercial vessels from recreational ones, has been minimised" Neil added.

The only real remaining issue is how the impact of increased diesel prices will affect the marine leisure industry and participation. The RYA will continue to work with the Government to assess the impact of this.

***We would like to acknowledge the RYA and its web-site for the information in this article.***

Jonathan Saunders CQBHA Chairman

*"The onus will be on the owner of the boat to self-declare whether they are a commercial or recreational vessel and pay the appropriate rate of duty at the pump"*

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

The Twin Sails Project is set to be delayed due to negotiations over the future of the former power station site in Hamworthy.



A planning application for a large scale development was submitted to the Council in July 2007 by landowners JJ Gallagher Estates and Lands Improvement Holdings. As part of its regeneration plans, the Council expects the proposal to provide a suitable and sustainable development for the area as well as crucial funding, land and a link road for the Twin Sails Bridge.

Borough of Poole recently published a Vision Document, which sets out what the Council wants to see on the former power station site and the role it plays in the revitalization of both Poole's Central Area (Hamworthy and town centre) and the wider town.

Due to the complexity and scale of the proposed development, negotiations have continued beyond the 16-week statutory period in which major planning applications are usually decided. In reviewing the application, the Council has identified that it fails to appropriately address a number of fundamental planning requirements in relation to the transport infrastructure and environmental impact of the scheme. The Council also has concerns about the overall size and scale of the landowner's current proposal.

The Council had hoped that work on the Twin Sails Bridge would start in 2008, and was expected to begin the procurement process for the construction of the bridge this autumn. However, continued negotiations on the planning application mean that this is not possible. Until the Council reaches agreement with the landowners over the scale of its proposed development and its financial contribution to the Twin Sails Bridge, work cannot begin.

Councillor Brian Leverett, Leader of Borough of Poole, said: "The development of this former power station site provides an immense opportunity for our town and we must ensure that it meets our demands. We are extremely disappointed with JJ Gallagher's response to our vision – it is imperative that the development offers a good mix of housing, including affordable housing, leisure facilities and public open-space for all to enjoy. We will not let development happen for development's sake and will continue in our fight to get the best deal for Poole residents."

Andrew Flockhart, Strategic Director, Borough of Poole, said: "Despite our concerns regarding JJ Gallagher's current proposals, we remain committed to working with the landowners to secure an appropriate scheme for the site and remain positive that this can be achieved."

A resolution has been passed by the Town Centre Revitalization Board, expressing disappointment with JJ Gallagher's current position. Members have instructed officers to continue to negotiate with a view to obtaining agreement in line with the Council's vision for the site.

(Reprinted from the Borough of Poole Web Site. Dated 15<sup>th</sup> November 2007)

### You're Not Alone Sailor

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

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

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

Most of us on the ship feel your useless too."

*"The Council had  
hoped that work on  
the Twin Sails  
Bridge would start in  
2008"*

## HAS THIS BEEN THE WORST BOATING SEASON YET?

*With the Indian summer now closing after being longer than expected, it's time to reflect on what has been our worst season for cruise cancellations to date in our 5 years as cruise organisers.*

Our last update had seen Guernsey just cancelled and our eagerly awaited trip to Island Harbour fast approaching, again the weather proved to be all powerful and another cruise was abandoned, with 14 days until our next venture to St Vaast we kept our fingers crossed. The week approached windy at first abating towards the weekend. The briefing took place as planned, everyone ready for the off. Our relief evident of getting a cruise away on time. As morning came we left-bound for St Vaast. Our safety vessel Girl Fisher and R-place had left before to get ahead of us. Our plans were to pass them at about 40 miles out. After leaving the confines of Poole we spread out into groups basking in the morning sun, summer was here, all be it a little later than expected. The next shock

was fog, not forecast but real and thick I can assure you.



With visibility down to about a mile, there was no real problem, those with radar led and reported on contacts and course changes, although not many were needed. The half way point past and the fog kept coming and then visibility dropped to about ½ mile, good seas but fog. We passed Girl Fisher and R-Plaice or was it R-Plaice then Girl Fisher? The fog began to lift, the coast loomed out of the fog to Starboard some miles away and the sun shone as we approached the

dogleg that marks the entrance to St Vaast. Our arrival was well documented by the photographs taken from the dockside. We then took up berthing that was available quite close together on two pontoons. Both big and small boats had made it to what is a very picturesque French fishing port contained by a lock gate that opens to a time table around the tides. Basking in the Sunshine all the crews chilled out, some on the pontoon just lazed in the sun, others went into town via the bars and shops that make St Vaast unique.

*“With visibility down to about a mile, there was no real problem those with radar led and reported on contacts “*

With the weather set fair a great long weekend was had by all, some venturing into the famous Fuchsias restaurant to sample the award winning cuisine. We had an informal get together to discuss our leaving plans in the knowledge that the conditions as forecast were suitable. Well morning approached, our departure time set, then at 5.30am the fog horn started!!! Try as I would to return to sleep for an hour it was in vain so I got up and wow was it thick, you could hardly see across the pontoon. I went to the dock office and met fellow early risers, all looking tired, pale and a little concerned. I spoke to various ports asking for updated weather reports, it seemed it was a fog bank that was moving around the Cherbourg peninsula. I'm led to believe that the wind direction (East) does not produce fog, it did ! With fog coming and going and our departure window closing fast we decided to leave. With the tide falling our safety vessel Girl fisher lead the fleet nose to tail out of the winding estuary and channel to open water. I have been told that it was a spectacular sight. The fog began to lift, the channel beckoned and our return was a little rougher at the start due to our late departure. We all made it back richer for the experience and the company and the new people celebrated crossing the Channel for the first time, another venue all would recommend to visit.

Our return on the Monday left only 5 days until our next cruise specifically for new members to the Hamble. Well the weather had again decided to not play ball and heavy winds were forecast, so on the Friday night yet again the cruise was cancelled. Powerboat Training UK were to accompany us on this cruise to give advice to anyone should they require it. What transpired was Paul Glatzel offered the opportunity to discuss passage plans to anyone who wished to attend an informal meeting by the yacht club over the weekend. The offer was to be very useful to some of our new members who were able to see first hand the simple guide, lines that are applied to produce a passage plan. The Association and I would like to thank Paul for giving





up his time to pass on his knowledge to our new members at our meeting I'm sure everyone who attended learnt some valuable aspect to assist in their own boating requirements.

Feeling at a low point, with the weather strangling our planned season, our main two week cruise fast approached. The weather was unsettled and the thought of staying in Poole a serious prospect.

Our departure date arrived, our smallest and largest boat left ahead of us bound direct to Guernsey on leg 1 of our trip. We left later finding the sea untameable, with a decision looming on my part as an uncomfortable ride was being had by all. I received a relay message from the Portland Coast-guard to me from Girl Fisher. The information was that they had aborted the trip to Guernsey and were running for Cherbourg. Turning back seemed the only decision to make knowing that it would get worse. A decision made with the help of various comments from the lead vessels in our group, we all turned tail to return to Poole. R-Place our smallest vessel that accompanied Girl Fisher had reported taking on water! I am sure the look on Clive's face would have been a picture! It turned out to be the head window that was open thank goodness. Remember to close the head window next time Richard!! Well with the departure cancelled and boats with problems before we left, we moored up thinking of ways to catch up. One of our vessels had already decided to depart on the Sunday due to work commitments, the weather was due to be better but the tide times meant that we would have to leave at WAFI time. Phone call after call was made to the yacht clubs in the harbour, we even asked for a special lift of the bridge for 5.00am but why did I bother! Well Poole Yacht Club came to our rescue and offered us berthing for the night. We left under the 21.30 bridge round to the marina, slipped in smoothly, moored up and paid our dues. The berthing master commented on our pilotage, the bigger boats thought it was wonderful, ask Adrian from Princess Adri-Ann when you see him. A swift half was had by most at the club but early nights were required. The morning came all too early, still water greeted us, although our fleet had diminished we waited for the off. I decided to ask the Coutance for a weather and sea check as he was arriving in Poole, although I feel he rarely talks to other small boats. My persistence paid off, his reply was visibility good, sea state smooth to slight. We left bound for Guernsey, where on the way we would pick up our Cherbourg diverted boats.



*"R-Place our smallest vessel that accompanied Girl Fisher had reported taking on water!"*

Onward on a still and sunlight morning our plans perhaps now back on track. Guernsey here we come! Well we arrived, refuelled up on entry, taking advantage of a pre-arranged fuel discount and then entered the St Peter Port's Victoria Marina. One of our boats had got slower and slower on the trip over and investigations revealed it was a blown turbo, which was replaced in the next few days. The weather was not brilliant but we were here, one eye on our next leg we all viewed the weather in the toilet block amazed at the format, a complete 5 day moving forecast which gave rain and wind speed isobars. By the time this article has gone to press we hope that this new forecasting media is up and running at Cobbs Quay Marina supported by MDL with the Berth Holders Association for all marina users not just association members. We hope this proves to be as successful as in the Channel Islands and perhaps can become the norm at many other marinas, a useful addition we think to any marina.

St Quay Portrieux seemed a distant venue all be it only a couple of hours away for most. I held a meeting and discussed our options, stay here and wait, go straight on to St Malo or wait for a break in the weather then run to Jersey. Discussions followed and two groups were formed, one bound for St Malo before going to Jersey, the other direct to Jersey when the weather was due to break in 3 to 4 days.

Our fleet departed to St Malo, a good trip down with a swell, the remainder saw the weather improve and sunshine!! This brought out the party animals and an impromptu party took place on the pontoon. Thank you Robert for allowing your boat to be the centre of the action.



Our departure to Jersey imminent we left thinking of those other vessels in St Malo. Our smallest boat made it, ask Richard he might tell you! under the wing of its older sister they had a great time and returned themselves to Jersey. Their arrival also benefiting from the fuel discount at Pier head Jersey.

With everyone now here Jersey was the venue to hold a party. The Masked Masquerade evening approached, the harbour staff yet again bemused by our inventiveness and the French yacht crews taking photographs of those eccentric English!!

Our night was a success—thank you all for entering into the spirit of the occasion. We are still viewed by many harbours as the fun association and long may it continue.



Our trip, although modified, finished on time and with all the boats stocked up from our return to Cherbourg. We all arrived back at Poole on time and together. My thanks must go to Clive and Gill and the crew of Girl Fisher for their assistance on all our Cross Channel trips. This year their presence again was an immense boost to all crews knowing that she was available to help if required. Thank you both for your support.

Our final trip of the season is always to Weymouth for our Dinner and Disco, and with marina space limited, this cruise has always proved to be the quickest to fill up. What we can say is that it is a great venue and if you want to come to the Dinner & Disco by road please come, the atmosphere is fantastic, we even had limos this year!



Our arrival at Weymouth is always special and my thanks to Peter Marshall for taking the berthing radio responsibilities for this year. It worked well and everyone was accommodated according to plan! With good weather our weekend and meal on the Sunday evening was on track. We had arranged to visit Portland Coastguard on the Sunday morning and were shown round the facility to see how the systems work. At least now we can appreciate the work that

goes in to making our boating life safe. With the thrust of the association being safety this year our theme continued in the afternoon with a tour round the lifeboat station, including the ALB and ILB. The crew members knowledge was very informative and for those that went it certainly helped us to understand the aspects of the job. The evening saw a toast to one of our members who we hope to see boating with us again soon, a good meal, good company, some terrible dancing, answers to our anagram competition and a couple of presentations.

In reflection and to close this has been a weather-ravaged season from the cruising side. Those that did come, thank you for your company and support. Those that have missed out ,we look forward to taking you and your crew that little bit further in 2008 and if we can help you with any queries please contact us, we are happy to help.

Fingers crossed for a good season, perhaps the last with Red diesel, hence our concentration on cruising this side of the channel for our two week cruise.

Kevin & Linda Butler  
Cruising Secretaries.



**Kevin, Linda and Emma leaving Poole for Weymouth in Reality**

*“The evening saw a toast to one of our members who we hope to see boating with us again soon”*

# The Wet Way Round Challenge

## (An Adventure in Aid of ChildLine)

I was very lucky to be invited to an evening put on for Jo Tearall (Tadpole) and was introduced to an amazing team that are planning to raise money for ChildLine through a daring and very strenuous challenge this summer. Instead of trying to tell you all about it myself I've put below an interview with Jo and will let her tell you in her own words.

### Jo what is the Wet Way Round (WWR)?

The aim of the WWR is for two people on two personal watercraft (PWCs or jetskis) to attempt to safely circumnavigate the United Kingdom stopping at a Capital City or Large Town at the end of each leg of the journey.

### Why are you doing this?

To try to raise £250,000 for ChildLine whilst promoting ChildLine & their new helpline. We also want to educate and promote the safe and considerate use of PWCs, promote the Personal Watercraft Partnership and support the implementation and running of PWC Clubs in the UK.

### How long will it take?

With favourable weather and tide we are attempting to achieve it in 14 days! Hopeful aren't we!

### What route will you be taking?

Starting at Poole on 29th June 2008 to Dover then on to Gt. Yarmouth, Newcastle, Edinburgh, Inverness and through the Caledonian Canal to Fort William, Douglas (Isle of Man), Aberystwyth, Cardiff, South West location, Plymouth, Cowes (Round the Island) and back to Poole.

A warm up event and Press Day will take place in April whereupon the team will take part in a shakedown of equipment and personnel. This will be used as a sponsor's handover for the team.

### Who had the idea?

Nick Davis (PWC rider for Poole Harbour Commissioners)

### Is it dangerous?

There are obviously risks associated with such a challenge but our risk assessments are in place and all WWR Team members are highly trained in their own field. We are liaising closely with the Maritime Coastguard Agency and will receive specialist training in Search & Rescue techniques and protocols prior to the commencement of any passages. The operations crew will have access to up to date forecasts, local conditions and the advice from many localised supporters throughout the challenge. The event is heavily dependant on the weather but the safety of all persons involved will not be compromised. Alternative safe havens and routes are planned but we will try to achieve as much sea time as possible. We must remember that this is not a record attempt and the ultimate aim is to gain as much funding towards ChildLine as possible and live to tell the tale!

### Who is involved?

The WWR Team consists of the "Wet Team" and the "Dry Team". In addition there are further specialist supporters to assist where necessary. The "Wet Team" comprises of the PWC riders, myself and Nick Davis and the safety boat crew, Lyn Parsons (Dorset Police Marine Section) and Steve Issacs (Dorset Fire & Rescue). Steve is an Atlantic rower so we are really grateful to have him onboard as he knows all too well about the pressures and endurance required to complete the project.

The "Dry Team" comprises of two mobile land units, the engineers and the public relations crew. The operations and website crew will be based at Portland Coastguard during the event.

### How far are you expecting to travel by sea?

The course is about 1748 nautical miles as the crow flies (1986 miles)

### According to my calculations that's approximately 125 nautical miles per day!!

That's right. Some legs will be a little shorter but the longest leg will be Edinburgh to Inverness which is 215nm (244 miles). We will probably have some very sore rears by the time we finish.

Let's hope you're not too sore.....Many Thanks Jo.

**As Boaters we must realise what an amazing and gruelling challenge this will be  
Please give your support to the teams and ChildLine by logging on to  
[www.wetwayround.com](http://www.wetwayround.com) and make a donation, or you may be able to assist with the wish list.**

Pete Hayton



Jo Tearall on the Marine Police PWC





## First Time Channel Crossers Cruise

### 21<sup>st</sup> – 23<sup>rd</sup> April 2007.

So when did it all start, this fascination with boating? I was about 5 years old and visiting a harbour (Lymington I think) with my family on one of the earliest holidays I can remember. From that point on I have always wanted to be out on that big blue mass of water exploring it. A lack of funds, mortgages and children prevented this from being developed into anything more than a children's inflatable dinghy, until 2000, when I had saved enough to buy my first 21' sports boat. It was a very practical boat for a family with three small children, having a 5-litre V8 engine that would propel it at speeds of nearly 50mph! After several years of day boating from Christchurch, which included adventures to the Isle of Wight and Poole, it was becoming clear that my 3-year-old daughter was developing some sort of phobia. Every time the straight through exhausts growled into life, she would burst into tears. Alison my long suffering wife agreed that we should make the move to something bigger, or better still I should take up golf! A Sealine F33 was acquired and kept for three years. We spent many happy family days in and around Poole, but always returning to the marina at night. The urge to go further and on a bigger, better boat finally took over and in December 2005 I took delivery of my pride and joy "BONGO", a new Sealine S38.

During a frustrating 2006 when the boat seemed to permanently have something wrong with it, we joined the Cobbs Quay Berth Holders Association. Two cruises to the Hamble and the Isle of Wight were undertaken. We found that everyone we met was very friendly, the committee members particularly so. On both trips we had mechanical problems, but, with the help of various people with far greater experience than ourselves, we made it back to Cobbs Quay safely. Knowing that this was one of the strengths of cruising in company, I knew that somehow I had to convince Alison that we should go for the "big" one, a trip across to France. I am not sure how I managed it, particularly as the boat spent much of the winter back at the factory having various warranty issues resolved. Various attempts to persuade me that golf really would be a better hobby were undertaken, but there we were, 8pm, 20<sup>th</sup> April 2007 attending the skippers briefing outside the marina office.

The winter had been spent getting the relevant equipment and charts etc. together, and we were as ready as we would ever be. Kevin, our leader, briefed the skippers of the 12 or so boats on the plans for the following day. Linda, his wife, issued everyone with leaflets about Cherbourg, which included town plans and restaurant lists. This typifies the incredible organisation that Kevin and Linda put into the cruises with just about everything you can imagine being thought of. The forecast was OK but not perfect. Yes it was going to be sunny. Yes, it was going to be unbelievably warm for the time of year. The winds were forecast force 3 to 4. But that horrible word "moderate" appeared on every forecast I could find when describing the sea state. Kevin had seen the same and told everyone that we should listen to channel 6 in the morning in case things looked too rough. Was I worried? Slightly.

Saturday arrived and around 9:30am a rumour spread down C pontoon that conditions were not good. A large Sunseeker had made its way from Torquay the previous day and had a very rough trip. Another Cobbs berth holder had had to turn back when on a delivery trip to Guernsey. At this particular moment (9.36am Saturday 21<sup>st</sup> April) golf would definitely have been the preferred option! However our safety boat "Girl Fisher" had departed at 7:30am with two slower boats and was reporting that whilst a little lumpy, things were generally OK. Anyway, why should we be worried? We had one of the biggest boats on the trip. One was only 24' long!

We left the marina and headed through the 10:30am bridge. Radio checks were carried out and everyone was loud and clear. I felt a strange feeling. I am not sure if it was nervousness or excitement, but it was definitely strange! Unfortunately things did not start well. "Lamados" a Sealine F33 managed to collect a rope around its propeller close to the harbour entrance. The rest of the group waited in Studland bay while attempts to free it took place. Things then got even worse for poor "Lamados" as the boat became firmly stuck on a sandbar. After a short while, the crew of "Lamados" told the rest of the fleet to leave without them, as things were not looking good. Reluctantly this we did.

Kevin took the lead as usual and we settled into a nice steady cruise of



Bongo heading up with Idle Eyes following

*"The winds were  
forecast force 3 to 4.  
But that horrible word  
"moderate" appeared  
on every forecast I could  
find "*

around 18 knots. "Lumpy" was a good description. Not rough, not smooth but "Lumpy". All boats jostled around a little trying to find a slightly smoother route. However, the waves always seemed slightly smaller somewhere else. At this point I noticed that "Idle Eyes", a Sealine S24, was spending more time out of the water than in! For some reason best known to themselves the crew did not seem to mind. They tucked into Bongo's wake and we tried to smooth the way as best we could, but I knew which boat I would rather be in. Peter in "Work of Art", buzzed around with Anne hanging precariously out the back snapping away with her camera. Life was good, but "Lumpy".

Finally the chart plotter beeped and we had arrived mid channel. This was a strange feeling in itself. We had arrived somewhere, but there was nothing there. No island, no pub, no picnic benches, no toilet block, just water in every direction as far as you could see. A five minute comfort break then ensued, although it was actually not comfortable at all, especially when beam on! So without delay and with everyone ready we set off for the second half of the trip.

Seventeen miles out disaster struck. "Reality" suddenly slowed. Kevin radioed the rest of the group saying that he had picked up a strange vibration. Everyone came back and circled the stricken vessel. After investigation Kevin found he had hit something just below the surface and damaged a prop quite badly. He could still continue but at only 10 knots. It was decided that the rest of the main group should continue and Kevin would follow, but make sure he was in radio contact. This we did, but it felt wrong. In only a few hours we had developed a feeling of comradeship with people we hardly knew and leaving someone behind did not feel good. About 10 miles from Cherbourg the group split into two. I lead a group of three boats in one direction and "Got Lucky" started to move in a slightly different direction. Why was this? We cannot both be right! I am sure we both felt the same way. "He must know what he's doing, I must have got it wrong" After several miles and with the gap growing wider, radio contact was made. We were both heading for Cherbourg but totally different ends of the outer wall which guards the Grand Rade! An exchange of coordinates later and the group reformed into one.

Around four and half hours after leaving Cobb's we arrived in Cherbourg. "Girl Fisher" guided us in and explained where we were to berth. Clive helped with the ropes and that was it. Time to relax. The contents of every locker were picked up off the floor shortly after opening them, and for some reason I was having trouble standing still. Even the harbour wall felt "Lumpy"! An invitation for drinks on "Girl Fisher" was accepted and thankfully after a short while Kevin arrived in "Reality". I am not sure if Kevin was ever in the Scouts, but I am sure he would have been a good one, as he promptly produced a spare prop from his boat. In true 'cruising in company' spirit, around a dozen jolly chaps sat on the front of his boat, so that the stern lifted enough to enable the change. It was at this moment that I suddenly realised that we had made it across the channel for the first time. We had covered 72.8 miles, without Bongo developing a problem. This really was a reason to celebrate, so we did for most of the evening on the back of "Miller's Folly", where we made several new friends.



The CQBHA mingling with the locals!

Sunday was a glorious day. The weather for April was incredible, with shorts, T shirts and bikinis the most appropriate attire. We ventured into Cherbourg, which was very quiet and explored for a few hours. Lunch involved a nice bottle of Chablis and two baguettes. The afternoon was one of the most relaxing you can have. Full sun, no wind, and doing nothing!

In the evening, Kevin organised a meal for everyone at the yacht club, which was good value and good fun. We again sat with new friends and generally chatted and enjoyed ourselves all evening. Kevin made a short speech and explained to everyone the plans for the next day. However it had not gone unnoticed that dense fog was rolling in to the harbour. Would it be there in the morning? What would we do? Can I really use my radar? Would a large container ship see me, or would we be the subject of an investigation at some point in the future? I kept these worries to myself, as I could sense the golf conversation starting again!

*"We settled into a nice steady cruise of around 18 knots. "Lumpy" was a good description. Not rough, not smooth but "Lumpy"*

Monday morning was spent relaxing, stocking up with duty free and baguettes and carrying out checks around the boat. The fog had lifted and visibility was around 3 miles. We had another pleasant lunch and after paying the harbour master for our stay (only 39 euros), we were ready for the return leg. There were two boats less on the return leg. One had had to return unplanned on Sunday and another was staying in Cherbourg for the year. "Girl Fisher" left an hour earlier with a slightly slower boat and the rest of the group left at 2:30pm. Thankfully the seas were much smoother and we could easily keep up a good 22 knots.

We had arranged for "Idle Eyes" to follow us again, so that she could benefit from our smoothing wake, and we were soon at the mid way point. After another comfort break, we set off on the final leg. Ten miles out I noticed a buoy on my starboard side and radioed "Work of Art" to warn them. As we were almost level with it, I noticed a long length of orange rope that was attached to it. Worse still, we were just about to go over it at 22 knots! I slammed the throttles into neutral, and for a moment thought that "Idle Eyes"



Idle Eyes in our Wake

was going to join us in the cockpit, but they skilfully avoided us. However we were firmly attached to a thick orange rope that was hooked nicely around the starboard prop. The group stopped and returned to support us. Whilst smoother seas than on the way out, the boat was still rolling when at rest. I found this out when I went onto the bathing platform and came as close as you can to falling off without actually doing so! I quickly decided to attach myself with a safety harness. I managed to hook the rope with a boat hook, but could not shift it. Out came the knife, which clearly scared the rope, as I was just about to set to work when suddenly the rope simply drifted free. After a careful inspection I could see no damage so off we set. Knocking the power off with a split second to spare probably prevented a difficult situation being a lot worse. Again, what was a wonderful feeling was that whilst I had a problem, I was not on my own. On the radio I could hear that "Girl Fisher" was only a couple of miles in front and had immediately turned around to come back and help us. The other cruise members were all standing by to help if they could.

Off we shot again for the final few miles. But where was Poole? It was on the chart plotter and radar, but nowhere to be seen. As we approached it became clear that the harbour and approaches were enveloped in a thick mist. As we passed the chain ferry at around 5pm various radio chatter took place, all based around what to do for the hour and a half until the bridge lifted. Suddenly "Girl Fisher" notified the group that there was to be a commercial bridge lift at 5:30pm and after Kevin contacted the harbour control we were given permission to follow a large barge through the bridge, as long as we were quick. This we were and by 5:45 everyone was safely back in their berths at Cobb.s.

To anyone thinking of joining the berth holders association and taking part in a trip, I cannot recommend it strongly enough. The atmosphere is great. The company enjoyable, and the trips thoroughly memorable. We have learned so much on the cruises that we have taken part in, and our confidence has grown massively. If you are new to boating or have just not ventured very far yet, then this is the ideal way to use your boat more. We would probably never have crossed the channel without this organisation. Thanks to everyone on the trip for making it such fun, particularly Kevin, Peter and Clive.

Will I be buying a set of golf clubs?

What do you think?

Andy & Alison Woodhouse  
Bongo



Receiving a Celebratory bottle of Bubbly

*"Out came the knife,  
which clearly scared the  
rope, as I was just  
about to set to work  
when suddenly the rope  
simply drifted free"*



# BRITS IN A CRISIS

It was a glorious day, no wind, brilliant sunshine, perfect for trying out our 'new' speedboat. In fact it was several years old and rather rough round the edges, but it was new to our family. The trailer it came with was serviceable, but could have done with a lick of paint to cover the rather attractive orange streaks that seemed to run down in numerous places. Still it had delivered the boat to our drive so it must be OK mustn't it?

Shall we go to sea? Perhaps a gentle run down the river to Christchurch from Tuckton would be better to 'hone' our boating skills and might be more appropriate for a maiden voyage. Decided then, Tuckton here we come.

Trailer hitched, off we set. To everyone's delight we arrived at the slipway intact and off she floated into the river, me holding on to the rope at the front tightly to stop her slipping downstream, whilst my father started to tow the trailer back up the slip. It was then that we noticed that one of the wheels was running about 45 degrees different to the other. A disintegrated wheel bearing was diagnosed. "No problem" said Dad. "I have some of those in the garage at home. I'll just go and get them while you get the gear on the boat. I'll only be half an hour and we can fix it before we go boating."

So there we were. Marj with two young kids and loads of bags at the top of the slip, me at the bottom holding on to our boat and the trailer neither halfway up nor down, wheel off, looking rather sad. Those orange streaks, they couldn't be rust could they?

That's when he arrived. "Could you move THAT", indicating our trailer. It was the tone that hurt. To be fair he had a very nice 'rig', new Boston Whaler type multi-hull, pristine outboard and trailer. I thought he had enough room to get his boat past us and into the water but feeling rather embarrassed and inferior I tied our boat up, Marj put the boys on best behaviour and together we manfully struggled to drag our trailer to one side. He was very helpful, only a few sighs as he stood and watched us.

Matters were made even worse when he backed his boat, wife and children aboard, down the slip perfectly, launched his craft and recovered the trailer to the car park. I'm sure I saw a sneer when he walked past us back to his boat. He may be a "Bar Steward" I thought to myself.

Once aboard, he checked all was OK with his family, before setting about starting his outboard. Now I know it shouldn't happen or even it couldn't happen, but it did, honest! Second pull his outboard roared into life, but it was in gear and he was stood right on the back of the boat, engine slightly turned to assist with his 'pull angle'.

Before I could think "Bar Steward" again, he was swimming! Straight over the back, he went, head first and was left flapping around in the water, whilst the skipper-less boat took his family, open mouthed, in ever increasing circles around him.

What could I do? What should I do? I did what every true Brit does in times of crisis, told Marj to get the flask out and had a cup of tea!

He who laughs last etc!

Roger Squires, Clearwater, C90

## Know Your Anchor

The boat was headed out to sea from Harbour when the skipper yells to his wife on the bow "house the anchor". She understood he was saying "How is the anchor?" So she responded, "The anchor is fine darling."

After several attempts to get her to understand, the frustrated skipper said, "Oh hell let it go!" At which time she knocks the chock out of the anchor chain. The anchor and 60 fathoms of chain roars out of the boat and when it reaches the end, takes out the bulkhead.

*"No problem" said Dad. "I have some of those in the garage at home I'll just go and get them while you get the gear on the boat."*

## POOLE HARBOUR WILDLIFE

### A LOOK BEHIND THE SCENES



How often we fly out through the Harbour and not notice the wildlife Poole Harbour has to offer and look after. I have spent a few years watching and have noticed that there is a superb amount of life if you look quietly and patiently for it. One of the best areas is the southern end of the Harbour, between Patchin's point to the west and the South Haven point.

I hope with this article to help you see some of the amazing and rarer species that have chosen, sometimes uniquely, to live in the quiet safety of our amazing Harbour.

Let us start with a look behind the various islands along the shoreline. You will be amazed, if you just sit for a while in your boat or dinghy, to see how many birds use this area to forage for food. They are quite timid and will freeze or fly off at the slightest sound or movement, so you will have to be patient if you hope to spot them.



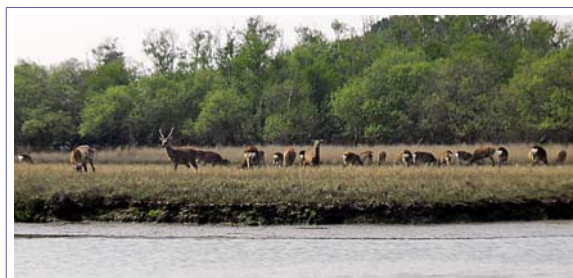
A Great Crested Grebe on taking off after feeding in South Deep.



Oyster Catchers flying along the edge of South Deep

Bay. These little birds flap like crazy when they're in flight, but they certainly get a move on and it's not always easy to get a good photo of them.

Another area is near the Arne Peninsular where you can see Seika deer in the early morning and the evening, grazing in their dozens on the grasses and shoots at the waters edge. You can also spot



A Herd of Seika Deer grazing in the salt marsh off Arne

fish as the tide comes in. These birds are big and stand out against the other wading birds and gulls along the shore line. They are a solitary predator and quite slow moving ...until they strike ...you'll be lucky to see it, but you can't miss the small flounder wriggling down its throat afterwards.

We spent a very interesting day in November watching a Great-Crested Grebe diving for fish in South Deep. I was amazed at the size of the fish it could swallow and was not surprised how it had to run along the surface of the water to take off. It must have been quite heavy with it's dinner. It was a shame to see it go but no matter, there was a beautiful Little Egret catching fish with lightening speed on the shores of Newton Bay. At one point I even managed to get a photo of it dancing (see title image). I don't know if this is a dance to bewilder the fish, but I was entranced. We also spotted Oyster Catchers wading and later flying along the shores of Newton



A Little Egret fishing in Newton Bay

Sammy the seal if you're really lucky, although he does seem rather shy and sneaky. Just when you think you've spotted him, he will sink below the water and pop up where you least expect him. At dusk when the tide is out you may be lucky enough to spot a Heron waiting to



A Heron waiting for the tide and his dinner at dusk in the mud flats of Middlebere Lake

*"but no matter, there was a beautiful Little Egret catching fish with lightening speed"*



Sea Anemones floating in the tide.

Anne and I took our grandsons for a walk along the shoreline off Pottery Pier, on the western side of Brownsea Island one quiet Monday, when the spring tide had gone out. There is a lot of broken pottery further out and it uncovers on a spring tide to show a beautiful array of coloured sea anemones, small shrimp (almost transparent when alive), a variety of cockles and other shell fish. If you gently turn some of the pottery over, it reveals an amazing amount of sea life in miniature. My grandsons were in awe of the little blennies and gobies that were laying quite motionless in the pools, waiting for the tide to return and the really small crabs measuring no more than .5 of a centimetre. After we had had a good, gentle poke around we replaced all the pottery to its original place and legged it before the tide came in. The bottom can get rather boggy as the water returns so you must leave before it comes back in.

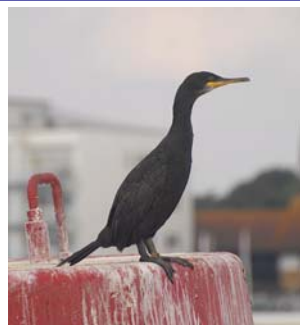
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A Shrimp well camouflaged against the sand at low tide.

Little Blenny's in rock pools off Brownsea Island at low tide.

I wonder how often you can identify all the birds that fly around the Harbour? I thought I knew most of them until I did a quiz sheet for a club Quiz Night the other day. Boy was I wrong on birds that I thought I knew. There are upwards of thirty five different types of bird



A Cormorant defiling Aunt Betty

living and migrating through our Harbour at any one time. I have included one or two photos of a few of them here. It's often seen as an anorak's job to be a bird spotter, but I have always loved trying to identify these wonderful creatures and I don't consider my Helly Hansen to look anything like an anorak!! And it helps keep the brain alive. So take note all you boaters....it may turn up in a Quiz one night.



Black Headed Gull bread catching off Round island



Common Terns resting after a busy fishing trip

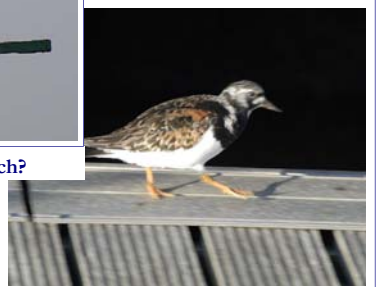


Black-Tailed Godwit looking for food in the mudflats.



Great Black-Backed gull on watch?

The other place to look at the Harbour wildlife is right on our doorstep at Cobb's Quay. The bank along F pontoon was a spoil dump when Cobb's was being extended and was supposed to have been removed, but thankfully the council have relented and now leave it as a natural habitat for birds and other wildlife to enjoy. I have seen swallows nesting in the old barge on the end of the old quay by F pontoon and the mute swans regularly nest in the reed beds just off the pontoon to the great delight of their protector.



A Turnstone strutting the pontoon.



Mum looking proudly on at her five babies as they have an evening swim before bedtime.

It is not well known that these particular swans are a protected species, known as the Gilly swan. They are fed and fiercely taken care of by the Snow family from their warship, the Girl Fisher, moored at the entrance of F pontoon. It is thanks to the vigilance of such people that the Gilly swans have managed to rear five young this year. Full credit must be given to their keepers, even to the point of the master at arms fending off a marauding swan from another part of the Harbour and getting badly scratched by a prickly bush as a thank you for his bravery.

Well I hope I've given you a little insight into some of the wildlife marvels of Poole Harbour, that we often take for granted, and have given you the urge to learn more about the unique and privileged surroundings that we spend our leisure time in.

Have Fun

Peter & Anne Hayton.....Work of Art. C24



## ST VAAST FOR THE FIRST TIME



"Fortune favours the brave!"

I thought as I stuffed our floating grab bag with as much safety equipment as I could lay my hands on. It concerned me that the bag was now so heavy I could barely lift it let alone grab it. The idea that this would simply float on the surface in times of trouble seemed ridiculous.

I momentarily considered throwing it into the water to see what would happen. I also considered rigging an auto inflate life jacket to it, but thought better of it as my skipper walked down the pontoon. My pending actions may have indicated a lack of faith in the skipper, which seemed a little unfair as I was hoping LP would get me safely across to St Vaast. In any case it was not as if we were going alone on our first channel crossing; we had the other dozen or so Cobb's Quay rally boats for company on the longest voyage on "Tadpole" to date.

"Tadpole" belongs to LP and myself. Depending on who asks and under what circumstances, she is a 32ft Doral or a 28ft with an extended bathing platform! She has become part of the family and all our spare time and money is spent on her. She had a few teething problems to say the least, so we ensured

she was fully serviced prior to the trip and hoped she would do us proud and get us to St Vaast safely and without too much embarrassment.



The briefing took place outside the marina office at 8pm. In nervous anticipation LP and I got there early. We spotted some familiar faces and friendly nods were exchanged.

Peter Hayton from "Work of Art" came across the car park with his trolley brimming over and greeted us with a grin and a twinkle of mischievousness in his eye.

"Hello girls, glad you could make it!"

"Hello Pete, where's Anne?" I replied.

Tadpole heads out across the channel and into the fog.

Pete informed us she was still at home and would be down a bit later. At this point I am certain I saw Pete's life raft valise twitch. Yep, I thought, no fooling me, I know where she is..... anything to get that perfect unsuspecting photo!

The briefing commenced and Kevin from "Reality" announced that the crossing was viable and gave us details of bridge times, weather and passage conditions. He stated there was the likelihood of some reduced visibility but that with any luck any mist or fog would have burnt off..... **HA!**

Following the briefing we met up with Nick and Sandra from "Sancerre" and got to know them a bit better over a few beers. We discussed the pending voyage and the subject of radar and in particular our lack of one. Sandra announced **"we've got it but no idea how to use it!"** I laughed and did not even question the statement..... **HA!**

Weeks before our trip I had read as much as I could about the perils of an English Channel crossing and tried to plan for every eventuality. I completed a passage plan, pilotage plan and placed the waypoints into the GPS having double-checked them. So when we returned to "Tadpole" later that evening I felt relaxed and ready for the voyage.

LP did her part too and before turning in she completed Tadpole's final checks. She disappeared into the engine bay to survey the fluid levels and then returned to cabin level to start the engines. I lounged on the reclining seat in a tranquil state induced by alcohol, when suddenly I was disturbed by a damning barrage of unrepeatable expletives from LP. In a more acceptable translation what she actually exclaimed was that we were not going to France as we had no f'n port engine.

Somewhat taken aback at both LP's outburst and the wave of disappointment that was sweeping through me, all I could muster was a helpful, "Oh". I was certainly not brave enough to offer up any advice so I looked on bemused as LP clambered back down into the depths of the engine bay taking gods name in vain as she went.

I momentarily considered closing the engine hatch knowing that if LP were unable to solve the problem,

*"I completed a passage plan, pilotage plan and placed the waypoints into the GPS, having double-checked them. So when we returned to "Tadpole" later that evening I felt relaxed and ready for the voyage"*

she would in fact go ballistic and the peace of the evening would be shattered. Luckily I did not have to take such drastic action as following a few tense seconds I heard a chortle and saw a grinning face emerge over the hatch....." I must have knocked the battery isolator".

I thought before speaking and decided not to!

Satisfied we could do no more I succumbed to the fact that our fate was now in the lap of the gods, had another glass of wine and settled down to an almost restful night's sleep.

The next morning we got the 9.30 bridge, fuelled up at Corrals and picked up a mooring just off the main channel to await the rest of the fleet. We diligently listened to the VHF in order not to miss our radio check on channel 6 with "Reality, Reality, Reality". We discussed the merits of covers up or covers down and still had not decided "Tadpole's" travelling attire when we heard Rob from "Millers Folly" call up Portland Coastguard with his passage details.

Having got my details to hand I was ready to do the same, except like Rob I had forgotten to have my international call sign to hand. I smugly located ours so when it was my time to pass details my verbals were slick..... thanks Rob. I proudly informed Portland that we were going to St Vaast..... you know the one in France, all the way across the channel, that's France, F.R.A.N.C.E France!



Waiting by Hamish for the fleet to arrive

*"We've got it ....but no idea how to use it!!  
....."*

Numerous motor cruisers came into sight having come under the 10.30 bridge. It was like our own Cobbs Quay Fleet Review. We dropped into the procession close to "Reality" and "Poseidon", receiving reassuring waves from both.

By 11.15 am we were mingling amongst cruisers at Bar Buoy. Kevin updated everyone that there was only 1 nautical mile visibility mid channel. He advised all boats without radar to team up with those that do. The visibility did not seem too bad at the time, so we considered it an option we would address shortly.

There were still a large number of boats in the vicinity and due to the drag factor of having our covers up we decided we had time to go covers down. LP packed them away just in time as the cruisers around us started to head off..... in the direction of Swanage!!!!!!!!!!!!!!

Sandra from "Sancerre" asking if we would like to slot in behind them as the fog thicker was than anticipated, broke the Simpson Doh moment. I then recalled the previous night's conversation **"we've got it but no idea how to use it!"** "Sancerre" appeared out of the fog, scooped us up and off we set, hoping that Sandra had been joking after all.

Eventually the fog lifted and were joined by "Work of Art", who suggested now would be a good time to put up our courtesy flag. (We had visited Piplers many weeks before in eager preparation of our trip and purchased said flag. We casually selected our flag as if it were to be a replacement for a well-worn one. Once back in the car we unwrapped it and grinned stupidly at each other before LP carefully packed it back up and took sole charge of it).



Jo helming Tadpole while LP looks for the courtesy flag

LP disappeared below returning moments later with a scowl demanding the location of the flag and asking WHERE I HAD PUT IT! I pointed out that I was not cleared to such a level of responsibility and that its stowage had been down to her. A little worryingly she obviously thought the same, as without comment she once again disappeared below. Just to reiterate how important this flag etiquette was, I was actually given the helm whilst LP searched.

Meanwhile at sea level Pete and Anne were scouting on "Work of Art" for photo opportunities. I was dying to send "Tadpole" airborne off Pete's wash, the thought of LP, flag in hand, being tossed about the cabin below caused me some amusement. It would have had dire consequences for me though, so in a rare moment of maturity I continued on a direct heading.



Tadpole with flag flying

At last the flag was located and a couple of cable ties later saw it flying distinguishingly in the breeze from our antenna. It was a proud time in the history of "Tadpole" and was toasted by a couple of snickers bars and caught on film by Anne.

Approaching St. Vaast



We caught up with the fleet as we approached St Vaast. Determined to impress the skipper I grabbed my pilotage plan and began pointing out "interesting" facts to LP.



Jo fendering up while Tadpole arrives at the entrance to St. Vaast

marks and then in a casual cocky manner rushed to get the fenders out.

"You'll see two south cardinals soon off to starboard and that over there is a fort and just over there, well you can't see them now but later they are oyster beds....."

LP was clearly overwhelmed....."Shouldn't you be getting the fenders ready?"

I ignored the prompt and in true teacher fashion physically ticked off the buoyage on my plan as we passed it by. I gave myself full

Everyone was fantastic as we came alongside. People were there to take lines, help hook up the electric and offers of congratulations and alcohol were plentiful. We soon found ourselves sipping Pimms with Nick and Sandra. The setting was idyllic, the sun was shining and as I glanced across to "Tadpole" safely moored alongside, I thought to myself..... this is what cruising is all about.

## Part Two

By the time Pimms o'clock was over, the pontoon party was in full swing. Skippers and crew mingled with tales of the day's events, past experiences and the pros and cons of photography at sea and auto pilots.

The heating was switched on to take the edge off the cool evening and a cosy little posy on "Work of Art" serenaded anyone within ten miles of the pontoon. Beautiful vocals, harmonies and the talent of guitar legends Pete and Mike filled the air with allegedly well known tunes from Pete's song sheets. This was followed by a slide show of photos of the trip so far. Then weary but very content, we staggered down the pontoon to the sanctuary of "Tadpole" and fell into our bunks.

The next morning on our way to the shower block we were greeted by numerous shipmates along the pontoon, some looking a little more haggard than others! We were advised that tokens were needed for a *hot* shower. It was clear that some had unwittingly fallen foul of this system and were looking far more awake than others.

Everyone was equally as helpful when it came to refuelling, 68 euros being the maximum amount you could get in one transaction, so a few goes were required to fill the tanks.

Our time was spent sunbathing, walking and shopping whilst in St Vaast and it was with sadness we had to leave. Our anticipated start of the return leg was at 7.30am in order to coincide with the lock gates.

I woke and daylight streamed in through the porthole. I wiped away the condensation. .... there wasn't any, the fog had returned and as if to confirm this the fog-horn bellowed.

A pontoon meeting was called and following advice from locals, coastguard and our own experience within the fleet, the start time was delayed for an hour. As we left the safe haven of St Vaast, I glanced over my shoulder to get a last glimpse of this stunning place. It wasn't there, the fog had swallowed it up and most of the other Cobbs Quay boats had met their fate in



Catching some rays in St. Vaast

*"I almost expected the  
Black Pearl to break  
through the surface at any  
moment with swash  
buckling pirates demanding  
our souls"*



this way too. I almost expected the Black Pearl to break through the surface at any moment with swash buckling pirates demanding our souls, French courtesy flag and our grab bag, but this did not happen. It was much worse..... Engine alarms!

The alarms sounded after only a few miles into the return leg. LP brought the boat to a stop and we rocked violently around in the confused waters. We radioed up and were aware our situation was being monitored by Kevin, Clive from "Girl Fisher" with his direction finding equipment and "Sancerre" and "Work of Art" who were making their way across to us.

In true skipper fashion LP scratched her head, tapped her chin and muttered to herself and suggested the ATF level indicators may be the problem. We had plenty of fluid, however, the levels were being knocked by the sea state so she decided we would top them right up. Having raised the engine hatch our immediate concern was not to fall head first into the void. I was feeling extremely sick already so when LP volunteered to enter the engine bay I was very grateful. Due to the heat the lid and container had become one and LP did not have the strength to open the reserve.

On board we have more tools than B&Q, however, just like buses and police officers, there was not one when we needed one. We called up and described the type of thing we required and Pete said he had something on board that would suit. The sea state was not going to make in-flight tool transfer easy though. Anne positioned herself on the bow of "Work of Art" with Pete's tool in her hand! Pete surfed the boat towards us and perched his boat heroically on an approaching tsunami type crest. With expert handling by all concerned Pete veered, Anne launched and LP grabbed and in no time at all the transfer had taken place. A short while later, fluid levels to the max, the alarms stopped sounding and we returned to the fleet.



All fixed and up and running in the fog



Tadpole running down the side of a Type 42 Destroyer

Bar Buoy. LP slowed in anticipation, or so I thought, of the pending speed restriction. It was then that she informed me that one of the engines had shut down and the remaining one had gone into guardian mode.

We actually laughed and laughed and laughed. I think it was because we were now beyond caring and that we knew that we had made it there and back across the channel for the first time. The decision to squeeze under the bridge and get back to the pontoon as soon as practicably possible was unanimous. I stood on the deck and watched the radar arch as we passed under the bridge with oceans of room to spare and we reached the pontoon without any further incident and much to our relief.

This could have been an anti climax to the trip for us, however, this is where CQBHA comes into its own. We were besieged by calls and visits of well-wishers, advice and genuine offers of help. We also received a bottle of sparkling from Kev to mark our first channel crossing.

As the afternoon wore on both ourselves and fellow travellers washed down their boats, tidied equipment away and said farewells as the pontoons emptied and people headed home to face the next working week.

We did not want our weekend to end and when a suggestion of a meal on board "Work of Art" was proposed, we jumped at the chance. We polished off a substantial Chinese and some remaining Pimms (surely not). We relived the best moments of the trip, laughed about the more stressful ones but most of all we reflected on our new friendships and the undisputable faith we have in each other on the blue stuff.

Jo and Lyn.

"Tadpole"

Just before midday the fog lifted, as did our spirits and in company with "Sancerre", "Work of Art", "Taffy" and "Poseidon" we blatted towards Bar Buoy, only stopping for a quick convenience stop and a photo of a passing warship.

Via the VHF we were all made aware that Poole Lifting Bridge was not working, so the alternative was fish and chips alongside the quay. On the very last stretch we now passed

*"This could have been an anti climax to the trip for us, however, this is where CQBHA comes into its own. We were besieged by calls and visits of well-wishers"*



Kev gives us a bottle of sparkling to celebrate our first time crossing

## CQBHA Shore Based Activities in 2007

Mike Brine, Clive Snow and the CQBHA Committee.

December 2007.

A résumé of 2007 activities organised by Mike Brine & Clive Snow assisted by your CQBHA Committee and MDL Cobbs Quay Marina Management & Staff

### FEBRUARY 10<sup>th</sup> & 11<sup>th</sup>. LADIES TRAINING DAYS ON BOARD GIRL FISHER.

15 Lady crew members enjoyed the hospitality of Clive & Gill Snow with professional tuition from Fran the Captain of Condor Express for a days one to one training that included safety at sea, navigation, radio procedure and actually helming the 57 foot Girl Fisher under close supervision from Clive.



### FEBRUARY 24<sup>th</sup>. POOLE HARBOUR CONTROL OPERATIONS ROOM VISIT:

12 members visit PHC operations room escorted by duty officer Brad Bradshaw.



### MARCH 25<sup>TH</sup>. POOLE HARBOUR CONTROL OPERATIONS ROOM VISIT:

12 members visit PHC operations room escorted by duty officer Brad Bradshaw

### MARCH 30<sup>TH</sup>. QUIZ NIGHT IN THE CLUB HOUSE

50 members participated in the quiz night hosted by Peter Marshall, with questions set by Captain Fran who also presented the prizes.

### APRIL 14<sup>TH</sup>. BOAT JUMBLE AT COBB'S QUAY

10 members paid for pitches to off load some of their redundant boaty bits. MDL provided refreshments and there were several additional item of interest.



### APRIL 14<sup>TH</sup> & 15<sup>TH</sup>. POOLE HARBOUR CONTROL OPERATIONS ROOM VISIT:

22 members visit PHC operations room escorted by duty officer Brad Bradshaw

### JUNE 30<sup>TH</sup>. JUNE JOLLIFICATION COBB'S QUAY YACHT CLUB LAWN

200 members & guests attended this event and had a great time in spite of the appalling weather conditions. Many thanks to MDL staff for supplying the marquee.

### SEPTEMBER 23<sup>RD</sup>. BARN DANCE IN THE BOAT SHED

240 members & guests attended this thoroughly enjoyable evening. Music was provided by the Hat Band with Cajun food on the menu. The shed was transformed into an authentic looking barn for the evening, thanks to MDL staff.



### SEPTEMBER 29<sup>TH</sup> & OCTOBER 6<sup>TH</sup>. LADIES TRAINING DAYS ON BOARD GIRL FISHER.

13 Lady crew members enjoyed the hospitality of Clive & Gill Snow, with professional tuition from Fran, the Captain of Condor Express, for another day's one to one training, that included safety at sea, navigation, radio procedure and actually helming the 57 foot Girl Fisher under close supervision from Clive.

### NOVEMBER 3<sup>RD</sup>. FISH & CHIP SUPPER CRUISE ON PURBECK PRINCESS

104 members & guests enjoyed this very calm and almost balmy November evening to cruise the harbour with the back drop of fireworks in the clear night sky, having consumed delicious piping hot Fish & Chips on the outward voyage.

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

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

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

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

## WATCHING HIM WATCHING YOU

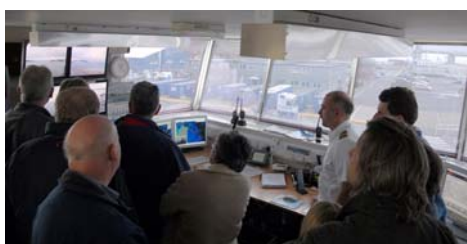
A CQBHA visit to the Poole Harbour Control Operations Room by Mike Brine

One Sunday morning I was washing my car on the drive, when my neighbour Brad Bradshaw, a duty officer at Poole Harbour Control, on his way to collect the Sunday paper, stopped for a chat. During our conversation that always would digress into boating or harbour issues, I asked him what would be the possibilities of a group of CQBHA members having a guided tour of the PHC office operation.

With a great deal of enthusiasm and with little hesitation he agreed and subject to approval from Peter Booth, the Harbour Master, would supply me with a list of his weekend duties during the quieter spring months of 2007.



**Brad at Poole Harbour Control**



**Everyone listens intently**

After receiving the list of duty dates and establishing the most convenient time that would be the least disruptive to his routine, I advertised the proposed visits on the CQBHA website. I was not surprised that the inquisitive boaters at Cobb's soon started contacting me with so many numbers that it would require four tours of ten to twelve people to fit them all in.

I escorted the first enthusiastic group of male and female crews that had assembled in the PHC car park and were duly escorted by Brad to the top floor of the PHC building that housed the harbour control operations room.

Brad formally introduced himself and explained that the operation was run single handed by a team of duty officers working round the clock all year round, ensuring the safe transits of all vessels entering and leaving the harbour.

Brad explained the functions of all the latest electronic equipment including radar and VHF, however the group were mostly interested in the CCTV cameras that are strategically placed throughout the harbour and soon realised that big brother was watching. However Brad explained that cameras are an aid to the safe operation of the harbour and not for surveillance purposes.

After about an hour, having asked many questions and observing the Brittany Ferries Coutance berthing, the group left the building with more of an idea of the function and operation of Poole Harbour Control and with the realisation that there was more to it than taking numbers from the Purbeck Princess.

*From all at Cobbs thanks Brad, see or hear you next season.*

## BOAT MASCOTS

Boat Mascots seem to be very popular with the Cobb's Quay berth holders. One I saw the other day really made me sit up and take notice. There Anne and I were sitting quietly on our boat, when the sound of boat engines trickled passed us. Naturally you look up and see if it's a neighbour that might need a hand. You can imagine the surprise when we saw a full sized tiger looking straight at us!! Well we rushed down below and made sure that our penguin was locked in securely....we daren't think of what a tiger could do to it!! But all was OK..... our neighbour on the Sunseeker "Deck of Cards" just had to have the biggest mascot of all. Once we had helped them dock, we commented on the size of their tiger, apparently it had caused quite a stir as they'd come through the quays and bridge. I have to say that it did look rather real.



We'd love to hear from readers that have seen unusual mascots or better still see photos and a story.

Contact Pete Hayton on "Work of Art" or e-mail me at [editor@cqbha.co.uk](mailto:editor@cqbha.co.uk)



## SHIPWRECK STORY

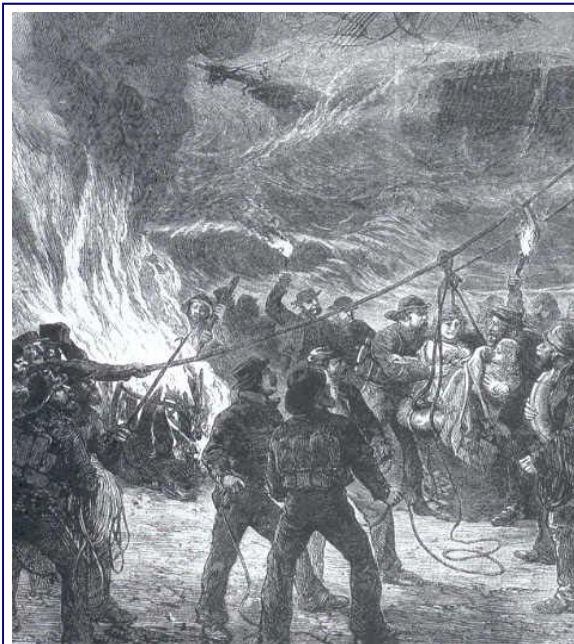
### THE ROYAL ADELAIDE

One of the most famous Dorset shipwrecks of the latter decades of the 19<sup>th</sup> century was the *Royal Adelaide*. This tragic wrecking at Chesil Beach near Portland made national news, not because of the horrendous loss of life but because of the "inhuman behaviour" of the local people after the ship had been wrecked.

The *Royal Adelaide* was an iron sailing ship, of just under 1,500 tons, which had left London Docks in the November of 1872. Almost two months had been spent filling its holds with a variety of cargo including a large quantity of spirits - rum, brandy, and gin - in casks and bottles.

35 emigrants were also taken on board, bound for a new life in Sydney, Australia. The *Royal Adelaide* was not strictly an emigrant ship in the precise meaning of the word, being rather on the small size for that type of trade. It had been listed as a 'clipper' in several accounts but this was a rather loose term often, incorrectly, used to describe a fast sailing ship. Captain I. Hunter, its master, was a very experienced officer, who had made the long journey to Australia on many occasions. On this particular trip he was in command of a crew of 32 officers and men.

On the night of 24th November the *Royal Adelaide* was spotted passing the Portland Bill lighthouse. It was thought to be a little too close off its starboard bow for comfort and, despite the fact that the barometer was dropping quite alarmingly, the captain appeared to carry on down Channel as quickly as possible. During the night the strong south-westerly wind quickly gathered strength into gale and then within a few hours to such severity that Captain Hunter thought it wiser, for the safety of his ship and the passengers, to turn back and seek shelter, maybe in Portland Roads.



The rocket apparatus at work .  
(Illustrated London News)

Weymouth' had heard news of a ship being 'in great peril in the Bay' and, with his two friends, caught a train to Portland and then walked and climbed along Chesil Beach. When they arrived at the scene they were urged to write:

'...Far to leeward we could occasionally discern a glimmering light, and we set off in its direction along the beach as fast as we could run. Presently a blue light flashed up from the vessel, whose outline we could just see blurred and dim through sand. Almost as we came



The wreck of the *Royal Adelaide*, near Portland.  
(Illustrated London News)

Unfortunately the heavy squalls and blinding rain had blown the ship off course and had soon become dangerously trapped in West Bay. During the afternoon of the 25th it was quite clear that the ship would not weather the storm. It was being driven ever closer to the western end of Chesil Beach - that long barrier of stone and pebbles that had posed a threat to sailors and ships for centuries. The Coastguard monitoring the progress of the vessel for most of the day, had now gathered in some strength along the Beach. They lit blue lights as a warning to the captain to warn him of the dangers of that stretch of coast. But the *Royal Adelaide* was, by now, completely and helplessly at the mercy of the storm. The heavily rolling ship was proving to be impossible to manage in the violent seas. To the helpless onlookers on the Chesil Beach it appeared only a matter of time before the ship would run aground.

A vivid eye-witness account of the wreck appeared in *The Illustrated London News* for 7 December 1872.

Mr Hamilton Williams, a 'gentleman from

*"Unfortunately the heavy squalls and blinding rain had blown the ship off course and had soon become dangerously trapped in West Bay"*

opposite her she drifted broadside on the beach, despite her anchors, which found no holding ground. Fearfully she heaved and rolled in the awful sea. It seemed as if the delivering rocket was never going off on its message of help; but at last, straight as an arrow, away it sped right through the rigging of the helpless vessel [It had been fired by the Wyke Rocket Brigade]. The cradle was rigged and the coastguard worked like more than men. The passengers and crew were hauled ashore. Through the boiling sea came one after another, grasped ere long they reached the shore by the friendly arm of some stout seamen. Then we began to learn that they had women and children on board, and the fear that the ship might break up before all were saved grew more and more intense. The first mate had already been drowned, madly trying to jump unaided from the ship. A woman too was drowned, falling overboard... Soon with an awful lurch to seaward, the mainmast went by the board, the mizzen topmast having already gone. In a few minutes it was seen that the ship had split right in two, a little abaft of the mainmast. Once commenced the work of destruction was not long, though still the cradle was going to and fro, and still there remained others to be saved. These were all congregated astern; and when the last two or three were already in the cradle, about to try their fate when the rope broke, they fell into the cruel surf and were seen no more... Then we left the shore seeing the ship a hopeless mass of shattered wood; and I do not think that any of us there will ever forget the impression made on us by the wreck of the *Royal Adelaide*'.

It was reckoned that over 3,000 men and women had, by then, gathered along the beach to watch the last desperate actions of the ship. The last person to be saved from the wreck was the second mate - the captain being one of the first to use the lifebelt and pulley rescue system. He had chosen this, not out of fear for his own life, but to show most of the passengers, who were too terrified to trust their lives to such a fragile rescue method, there was nothing to fear. When they saw him land safely they followed his example. The last passengers to be safely rescued from the *Royal Adelaide* were a married couple with a young child, they had, until their rescue, completely refused to use the lifebelt. However, it was said that a man holding a child in his arms was seen to use the lifebelt, only to be pitched head-first into the sea when the line broke; the two bodies were never recovered.

As the ship started breaking up and its cargo began to float ashore. All sorts of items including soap, coffee, hats, candles and some livestock - it was reported that one pig survived by swimming ashore! Like lightening the people on the Beach began to pick up the various bits of the ship's cargo in a mad frenzy. Fights broke out as they tried to recover the items of cargo until finally, when the casks and bottles of spirits came ashore, a "scene of grave tragedy" became one of unspeakable drunken debauchery. The crowds very quickly pillaged the spirits and had soon drunk themselves into a completely helpless state. Risking drowning, others frantically grabbed items of cargo and buried them in the shingle, for later recovery, or carried them away. The Coastguard tried desperately to stop the wholesale plunder and the uncontrollable drinking binge but were completely outnumbered by the frenzied crowd. They were 'greatly intimidated by the naked aggression and violence of the looters', who considered the cargo to belong to them by 'ancient rights'. The looters were quite prepared to go to any lengths to defend their prizes.

All but six of the emigrant passengers and crew were saved, three of those that were sadly lost were women. It was estimated that more than twice this number of people on the beach died from drunkenness or exposure or both due to sleeping off their excesses on the beach through the bitterly cold night. A Portland poet wrote of the incident:

'But alas! poor souls, they drank too deep  
Of the brandy and rum - then soon fell asleep  
In the wind and the rain, to lie all night,  
In a drunken state and an awful plight.'

Every newspaper of the time were as one in their outright condemnation of such horrendous behaviour. Many claimed what happened on that terrible and frightening night demonstrated the very worst of human nature. They said it 'was not far removed from the beasts of the field'. Possibly an insult to the beast of the field, but what the shocking incident did show was that the age old wrecking traditions of the Chesil Beach were not completely dead!

Nobody knew if the emigrants from the tragic wreck of the *Royal Adelaide*, who managed to survive this 'most grievous disaster', got to Australia by risking another journey by sea or decided to stay with their feet safely on the ground in this country. Perhaps they did try again in the firm belief that lightning would never strike in the same place twice?

The Editor would like to acknowledge various pieces from the internet and the Illustrated London News for help in the creation this article.

*"It was reckoned that  
over 3,000 men and  
women had, by then,  
gathered along the beach  
to watch "*



Ship to shore rescue by lifebelt and pulley. (Illustrated London News)



Robert & Angela on  
Miller's Folly

## WEYMOUTH TRIP AND END OF SUMMER DINNER & DANCE

As soon as the list of dates went up on the CQBHA website we decided to book ourselves on to a selection of trips following the success of our trip to Cowes last year on the "first timers" cruise.

We were down for three Channel crossings (hopefully six as we had ambitions to come home each time) and the end of season trip to Weymouth for the dinner dance.

Even though we were relative newcomers at the start of the season, by the time the Weymouth trip came round we had forged a whole series of friendships with other members and were beginning to consider ourselves as "old hands".

The usual dockside meeting was much busier than usual and it was only when we were given a berthing plan (we had never had this before) did we actually realise just how many boats were going to be making the trip. Twenty five in total, and all needing to be packed in like sardines when we arrived in Weymouth.

A beautiful clear day with little wind greeted us when we awoke on Saturday morning and knowing that we had a town centre berth in Weymouth, we made little effort to take on supplies (only later did we realise what a mistake this was!)



Passing through the Haven in beautiful weather

For those who do not know, Weymouth has a lifting bridge that requires just a little planning, though most of the boats less than 30 feet are able to get through regardless of the tide. Therefore, it was decided departure would be at 9.30 and so the largest flotilla we have been involved with left Cobbs Quay at around 9.15. At the bridge basin, the "traffic" was quite heavy, with everyone trying to make the most of the bank holiday sunshine and possibly the last sailing of the summer. There were boats strung out all the way back to Cobbs even as the bridge lifted. We were really glad we were not sat in the car waiting to cross the bridge! The usual radio checks from "Reality" took place and everyone confirmed they were receiving "loud and clear".

As this was a much less arduous journey than some of the cross Channel trips, we did not depart in a convoy but in a series of informal groups and with some boats travelling nearer the shore and others further out we were a pretty impressive and formidable group. I am sure that if Phillip of Spain had turned up with his Armada, he would have turned tail at the first sighting of us.

The run down to Weymouth is extremely pretty, all along the Jurassic coast. The cliff formations and rolling meadows above are fascinating and form a great backdrop for any boat photographs.

As we were quite low in the berthing order, and as I used to play there during holidays when I was a small boy, we decided we did not need to rush and slid quietly into Lulworth Cove to reminisce. It was so



Running along the Jurassic Coast from Lulworth Cove in idyllic conditions.

nice there with a variety of boats sitting at anchor, people bathing and others getting ready to sail, that it would have been extremely easy to have dropped anchor and joined them. Regrettably, we had to continue our journey but not without storing this memory for a weekend next summer.

It was a little foggy as we arrived near Weymouth and the Naval Base at Portland looked quite eerie! However, we slid into the river mouth and dropping our speed to around two knots, we meandered up the river towards Weymouth Marina.

The river in Weymouth runs through the town and a variety of shops, cafes and restaurants lined the banks. We made a note of the nicest of these for future reference.

*"The run down to  
Weymouth is extremely  
pretty, all along the Jurassic  
coast. The cliff formations  
and rolling meadows above  
are fascinating and form a  
great backdrop"*



We could hear various boat names being called in to the berthing area and it turned out that Peter (formerly from Amanha?) was our berthing master for the day. As the tide was still falling, some of the largest boats, which were needed to berth first, were still unable to pass under the bridge. Therefore we passed them by, and having cleared the bridge we tied up on the town wall and awaited our call. Those who have read our previous report know how spooked we are by mooring, but this one went like clockwork. No wind, bow into the tide, and the water pushing us on to the wall. I think a blind man could have done this, but even so it was another success chalked up!

Angela and I had a quick tour of the local chandlery, all the time monitoring channel 6 and waiting for our call.

Eventually we received our summons and made our way up to the berthing area. The wind had picked up a bit, there were by now 20 plus boats already berthed, and once again we had to moor in the full gaze of all these expert boaters. I can only think that I need an audience because mooring 2 went perfectly and with helping hands from the adjoining boat taking our lines, we had the engines off and the sigh of relief was heard all around Weymouth. Able to actually take in our surrounds now, it was amazing to see that our group had attracted a huge audience up on the inner bridge, who were watching an incredible display of professional boat handling. (In our case.... if only they had known!) We were packed in like sardines



Weymouth Marina with Cobb's Quay Rally

secured them, Neil and I went to help Richard and Doreen on "R Plaise" tie up against Taffy. Angela and Sharon were nowhere to be seen and then the pop of a champagne bottle being opened gave their location away. It is amazing how that sound attracts an immediate audience and in no time at all a full blown party was under way on "Miller's Folly".

There were far too many people to mention individually, but a big thank you to everyone who contributed food and drink to what became a very pleasant and relaxing afternoon. With personnel changing continuously, the "party" went on until around seven o'clock. Unfortunately, this was too late to obtain any food supplies and we realised the error of our ways in not stocking up before departure. As ever, help was on hand with a call from Roger and Marjorie on Clearwater, inviting us to join them and Bob and Gayna for a casserole. I hope they did not spot our speed of acceptance.

We ate a really enjoyable meal, and after a remarkable short stay (perhaps we had peaked a bit early!!!!) we "staggered" off to bed. The clambering across "Spindrift" was a sight to behold and how we managed to reach our boat without getting wet feet is still a mystery.

A bright Sunday morning greeted us as we crawled from our bed. I did not remember eating a fur coat, but there was definitely one lining my mouth! A teeth clean and cup of tea sorted us out and we prepared ourselves to face the day. The facilities at Weymouth Marina are first class with a modern shower and toilet block. Suitably scrubbed, Angela and I set off in search of a café for breakfast and shops for retail therapy. (I will leave you to decide who wanted which!)

Weymouth is quite a quaint town with large and small retailers mixed together, with the regulation English seaside souvenir shops quite prevalent on the beach end of town. Walking along the beach we found a very small funfair, a crèche offering fun for children, (Angela stopped me joining in the sand castle competition) and an amazing exhibition of sand sculptures. The beach was quite crowded and it is very obvious that if we could guarantee this kind of weather then few of us would ever venture abroad. Unfortunately, we also encountered the kind of yobs who give us such a bad reputation abroad, swearing, drinking (are we in a position to talk) and intimidating passers by. Still, at least they were not "representing" Britain in a foreign country.

Returning to our boat, with a full complement of Sunday papers, we set about catching up on the world at large. Realising that it was also the Belgian Grand Prix, I dashed in to town, bought a £9.99 aerial and managed to receive perfect pictures on our TV. (How much money have we wasted on specialist boat aerials, none of which seem to do anything!) I watched the Grand Prix whilst Angela recharged her batteries lying in the sun.



Weymouth Bridge

with not a single glitch. We noticed that "Shammi" had muscled in amongst the big boys at the back; we always knew that Bob punched above his weight.

I then set to helping "Taffy" to raft up against us. Having



Roger and Marjorie

*"A bright Sunday morning greeted us as we crawled from our bed. I did not remember eating a fur coat, but there was definitely one lining my mouth! "*

*"We have had a huge amount of fun but also had time to ourselves.*

*A perfect combination!"*

As the evening beckoned, we readied ourselves for the dinner dance. If I say so myself, we scrubbed up rather well, and ready to go we then wandered along the pontoon to a Pimms reception on Giovanna. Everyone was already in party mode and this was just a kick start for the evening! Thanks to Robert & Jane for their hospitality.



CQBHA at the Ballroom at the Prince Regent Hotel

taking photographs of every couple and these images can be found on the Work of Art website. Thanks to both Peter and Anne for helping us all to enjoy our memories.

An excellent meal, at tables for 8 or 10, very well planned by Linda and Kevin, a few awards to immortalise various incidents throughout the cruising year, and then the dancing began. The music reached across all tastes and everyone danced the evening away. Young and old alike, everyone enjoyed themselves and even those who did not want to dance were able to sit and talk quietly in the bar. Finally it was time to return to the Marina and with people collecting on various boats, a final nightcap was enjoyed before sliding wearily into bed.



Robert & Angela sharing a moment

The sunlight woke us again on Monday and luckily I hadn't swallowed the fur coat again! Bacon rolls and the early morning news preceded a long walk around the area, stretching our legs and trying to walk some of the food off.

Everyone was in good spirits, cleaning their boats, taking their dinghies out or generally relaxing. Finally it was time to think about leaving. As we had a long journey to South Wales (not by boat I hasten to add) we bid our farewells and headed back to Poole.



CQBHA Rally leaving Weymouth through the Bridge

and I finally feel as though I am getting the hang of it! Unfortunately with the winter ahead, I will have forgotten everything by March!

In closing, Angela and I would like to thank everyone who helped make this such an enjoyable weekend. Kevin and Linda as Cruising Organisers, the entire Committee for the efforts in making the arrangements, which went like clockwork, Peter and Anne for their photographs, and all the many new friends we have met who have made our boating an absolute pleasure. Our heart felt thanks to all of you.

Once again we would recommend cruising in company; we have crossed the Channel three times this year (3½ if you count our aborted first run to Guernsey) and made the trip to Weymouth. We have had a huge amount of fun, but also had time to ourselves. A perfect combination! We will have no hesitation in signing up next year as soon as the trips become available.

Robert and Angela Miller, "Miller's Folly"

The return journey went well until the power steering belt snapped. This meant that every steering effort was 10 times normal, but we felt it was easier to do this than to try and fix things at sea. Neil and Sharon were quite close, so we were happy we had support if further problems had developed. Once we arrived at Cobb's, they pressed ahead to their berth and were ready to take our lines. Yet another straight forward mooring

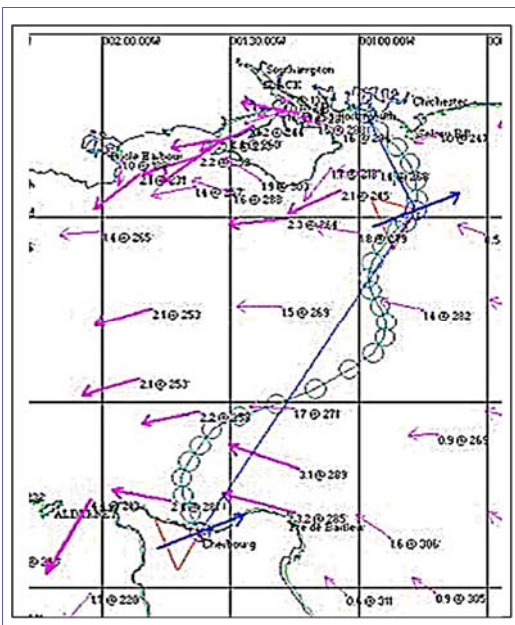
# The Computer Age and Paper Charts Merge Without Breaking the Bank

Kevin Butler reports on the Neptune Navigation Software

Having been looking at software for a while to assist in planning the Association's Cruises, my quest has finally ended.

The simplicity of the planning and notes that could be pasted into a document to form a very comprehensive passage plan were high on my agenda, along with good value for money from a programme, simple to use and clear content a must.

One of our members had shown me the Neptune Navigation software, with its simple display and features that appealed to me. This seemed the



Neptune Navigation passage screen

ideal solution, the cost was not prohibitive and the features adequate for the use that the average boater would need. The passage planning that resulted from the waypoint input was clear and concise and the graphical picture although basic, was detailed enough to see the important aspects of the journey, along with the vectored tidal arrows. Once entered, the waypoints are usable to make new routes, similar to many of the chart plotters that are already available and in use.

One of the important features for me as cruising secretary, was the ease at which the speed of vessel could easily be changed, giving me accurate leg timings and arrival times for our various points of navigation. This enabled me to see the whole cruise timings at a stroke. The departure times and distance overview are also available at the click of a button. For those who need the wind this input can be overlaid and the course the boat will steer is displayed on the route to show the tidal drift and leeway at pre determined times.

*“The passage planning that resulted from the waypoint input was clear and concise “*

The Association has now used this software for the later half of the season and has found it invaluable. We urge members who would like to use the modern computer approach to boating to visit the web links on our pages to Neptune Navigation, to take advantage of a member benefit to get this software programme at a discounted rate.

Like all software, a newer version will be available shortly giving greater detail. If its predecessor is anything to go by, then the enhancement will again put Neptune Navigation Software at the forefront of linking the computer age to the paper chart, enhancing the enjoyment of boating, whether power or sail.

Kevin Butler, CQBHA Rally Organiser, on Reality

## A Stunning Senior Moment

A very self-important college youngster attending a recent football game, took it upon himself to explain to a senior citizen sitting next to him, why it was impossible for the older generation to understand his generation.

“You grew up in a different world, actually an almost primitive one, the student said, loud enough for many of those nearby to hear. The young people of today grew up with television, jet planes, space travel, man walking on the moon, our spaceships have visited Mars. We have nuclear energy, electric and hydrogen cars, computers with light-speed processing and”.....pausing to take another drink from his can.....

The senior citizen took advantage of the break in the student's litany and said, “You're right, son. We didn't have those things when we were young..... so we invented them”.

“Now, you arrogant little toe-rag, what are you doing for the next generation?”

The applause was resounding... I love senior citizens.



## Bygone Days of CQBHA Cruising

By Gill Snow

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



**Fun Days at  
Cobb's Quay  
Marina**

*"We had such fun back  
then. Not so sure  
Health & Safety  
would allow half of the  
fun now!"*







Food Glorious Food, I've got a lot 'ov



The Three Musketeers

Clive & Gill .....Dancing!!



Cherbourg Rally



Pontoon Parties never die.



Fisher Girl as Safety Boat



"Freedom 1" sponsored by the CQBHA members.

## OUR FIRST YEAR WITH A NEW BOAT AND COBB'S QUAY BERTH HOLDERS

Hi there all you sea goers. We are Teresa and Robin and we are the owners of Lamados, a Sealine F33.

September 2006, out of the blue, Robin suggested that we should look at boats, my opinion at the time was that he had totally "lost the plot".

My reason for thinking this was the fact that, ever since I could remember, I'd had a terrible fear of water, in a swimming pool or most definitely the sea. Rob was aware of this, but putting that aside I agreed "just to look" (as we women do) at boats. Well.... every opportunity Rob got, off we went around different marinas in different areas.

I knew after many miles and many marinas that this was serious and I was about to be hauled into yet another adventure.... boating!! Yes I was right, November 4th 2006 we were the owners of Lamados.



Lamados

Ohhh dear what had I agreed to? Not to be outdone or defeated, whatever training Rob took, so did I and we both passed. (Something all new boaters should undertake) this helped my confidence tremendously.

We had heard about the Cobb's Quay Berth Holders Association and decided to join. Although we had taken Lamados out to different places, we were looking forward to venturing further afield, with the knowledge that we would be with other boaters. The St. Malo Meander trip sounding appealing, especially two weeks away from work and the same old routine, so needless to say along with our friends Elaine and David and their teenage son Martin we booked for the trip.

At the meeting on the Friday night of the 20th July our trip organisers, Kevin and Linda Butler, informed everybody what time on Saturday we would be leaving. The morning soon arrived and we were all set to catch the 10.30 bridge lift. Everything was going well, through Poole Quay we were on our way, once through the Channel it was throttles up, but something was wrong, Lamados would not plane, wasn't having any of it.

Was it the fact that we had a bigger tender on the back, or were we carrying more people ...or..... could it have been the countless cans of beer and bottles of wine and Champers that we had got hidden in every orifice that we could find? We had no choice but to turn back and try and solve the problem. Gutted, I radioed Kev on Reality and explained our situation always hopeful that we could catch the group up, but it didn't look good. Another one of the boats, Hullabaloo, was also turning back as he had encountered an engine problem.

So there it was, two sad boats in convoy heading back home.

Once berthed on the marina Rob was a man on a mission, everything that WASN'T necessary was taken off Lamados, the tender was moored, the booze was demoted to the vehicle and even Elaine (Britain's answer to Imelda Marcos) downscaled the numerous pairs of flip flops. Rob had still kept our radio on the call channel to Kevin and other crews, when some news came over the airwaves, everybody was turning back, the sea was rougher than expected and Kevin would inform everybody of when it was possible to try again later.

This to us was good news, we'd had a reprieve, at least that would give us the time to hopefully cure whatever problem Lamados had and gave us the chance to take her out and try her again, would all Robs efforts work?

They certainly did, we were back on track.

It was decided by Kevin that the trip would go ahead the following morning and that it would be easier to stay overnight at another marina to avoid waiting for the Bridge lifts and to get an early start. This was going to be fun, we had never rafted before. We were moored next to Princess Adri-Ann (which is a BIG boat) but with their help and guidance of tying on ropes we managed. That called for a drink (just to steady



Early morning at Poole Yacht Club

*"Although we had taken Lamados out to different places, we were looking forward to venturing further afield, with the knowledge that we would be with other boaters"*



the nerves) from the Yacht Club.

Sunday morning arrived, so bleary eyed and a little apprehensive, we set off for the island of Guernsey. What an amazing sight to see, all the different boats settling behind in others wash or making headway in front.

Half way through the journey Elaine thought she'd try a little seasickness, not good!! Bags to the ready off she went, not to be left out Martin joined in. Many bags and more travel sickness pills later they looked pretty much human again and they both fell asleep.

A short time later we reached Guernsey. I needn't have worried, we had a fantastic crossing. Time to set about rafting our boats, so on Harbour Master's orders we moored where we were told to. Unfortunately we were the opposite side from the rest of the group and rafted next to a....Nimbus named Lisa. It was captained by George and his wife (whom I later called Mildred as I never did know her name).

We introduced ourselves to them and even apologized for having to pass over their boat to get to the pontoon.



Lamados off Guernsey.

All in all they seemed a nice enough couple, how wrong, can you be? If ever TV was to make a programme called "Boaters from Hell" believe me they would be top of the list.

We had a social gathering that night with people from other boats and I introduced them to my favourite tippie, Champers and Cherry Brandy. It went down a treat but not our socializing oh no! That went down as good as a pork sausage at a Bar Mitzvah. Complaints to the Harbour Master, courtesy of our good friend George.

It was apologies all round, all in all we felt quite bad about it. To make matters worse when we tried to move Lamados we discovered a large problem. We had a Turbo down, we weren't going anywhere and neither was George, he had been due to leave on Tuesday now he was staying. Ahh well things couldn't get any worse or could they??? They did, good old George did everything he possibly could to make our situation a boater's nightmare. Bearing in mind we were still rafted next to him, he moaned and whined at every opportunity, bless him and Mildred could cast a look to freeze you on the spot.

I found it very tempting to discover if they enjoyed hospital food. So to all you friendly power boaters or yachties, if you see a Nimbus captained by a pale pink, once red shirt and faded trousers, avoid it like the plague, you can bet your boots its George and Mildred.

Not to be down trodden we all had a great time. Guernsey is a beautiful island with plenty to see and do and fab eating places. Rob and Dave got the new turbo fitted and Lamados was once again "ship shape"

A few boats had gone on to St Malo and the rest of us would meet up with them on our next venue, Jersey. Now this was more like it, at last we were all moored as a group and back amongst people that we had got to know. Martin had made friends with the other youngsters, so Lamados became quite a hive of activity which was good, not once did he complain of being bored.

As he had done on Guernsey, Rob hired a car so we could explore. Great beaches one in particular we discovered was a doddle to get down to, but coming back poor old Elaine needed an iron lung and respirator.

It was like climbing Everest. I don't think it helped her much when her So Called Friends i.e. us, were falling about laughing at her attempts to reach the summit.

The weather was grand, the company was brilliant what more could you wish for? A pontoon party? Sounds good, it was. A masquerade party, yep we were up for that, a trip into Jersey town centre was called for and we headed for the nearest costume shop. Well what about you men showing your feminine side. Myself and Elaine were absolutely gob smacked as Rob and Dave made a dive for the dresses, yes that's right DRESSES.

Now it was rival time as they both vied for the same dress, unbelievable. Needless to say Rob won the best one on the grounds that, after all, he was the "Captain!!". What a pair, next came the bling, earrings, necklaces, bracelets, Ali G had nothing on



Cleo, Marge and their Panto boys.

*"The weather was grand, the company was brilliant what more could you wish for. A pontoon party? sounds good, it was"*



Rob as Widow Twanky

if I was only 30+ years younger) Elaine looked more like Marge Simpson and as for me, well what can I say, I looked as Cleopatra would do today.....  
.....Dug Up....

Adrian of Princess Adri-Ann thought he'd spice it up a bit with music from good Ole Blue Eyes. That's okay, you can't beat a bit of Frank, but he requested I joined him for a bit of a sing song (if that's what you call it) It's the only time you will see felines on a pontoon, what a row. It was great, Nina from Wildest Dream along with others joined us for a bit of the old Can-Can, Alice was a star singing and dancing on the back of the boat, no inhibitions there, everybody was great from the elders to the youngsters. What a night.



Adrian and Teresa (Cleo) sing Frank Sinatra

*'Next stop  
Cherbourg, the  
crossing was fine  
can't say much for  
the crew of  
Lamados though,  
just ever so slightly  
hung over'*



Lamados entering Cherbourg

Next stop Cherbourg, the crossing was fine, can't say much for the crew of Lamados though, just ever so slightly hung over. All headaches were quickly abandoned as we investigated Cherbourg, yet another fantastic place to visit. This was our last night away, so later it was a social gathering around the boats. Then Jenny from Poseidon appeared with her magical Pimms, trust me it's to die for, yet again we were heading for another good night. After

investigating all the different markets the next morning it was time to go home. The time had flown by, we waved off fellow boaters until it was our turn to go. Ohh well back to Reality (if you'll pardon the pun Kev and Linda).

What more can I possibly say? Okay a lot!! To all you new boaters out there, join CQBHA. You are guaranteed to have a whale of a time and make some fabulous new friends ( you don't know what you're missing)

To the many people we have met from joining and going on the trips with, A Great Big Thank You To You All, what a fantastic bunch of people you are. My last words have got to be for our trip organisers Kevin and Linda Butler (Reality). You two must work so hard in planning these trips and you do your very best to make sure nobody is made to feel left out. Three cheers for you both. Roll on 2008.

*Teresa from Lamados signing off.*



Cheers from the Lamados crew, safely home.

# MIXING WORK WITH BOATING

## A GREAT EXAMPLE OF COMBINING PLEASURE & WORK



Customers enjoy the alfresco coffee lounge

Office or A,B,C or D pontoons.

Ian & Jude now have a really good balance of food, drinks, papers & magazines, wines & spirits, games, sweets, toiletries, cards & prints and clothing plus other odds and ends that you might need.

We wondered how they would get all of that into their shop, but they told us that they listened to their customers very carefully and now only stock what the customer wants. This is the key to their success, added to which you can phone them up and order your needs and they will have it ready for you when you arrive. What better service could you ask



Ian helping customers

for when you've travelled from out of the area on a Friday night, saves time and worry and starts the weekend off right. In the summer there are ice-creams and drinks to cool down in the alfresco lounge and in the winter hot food and hot drinks to warm you up.

Ian managed a large, well known supermarket before making the jump into running our quayside store, so he is well conversed with making sure that the customer comes first and that the prices have to be sensible.

We are very lucky to have such happy and focused people to run our Cobb's Quay store so well and we need to support this venture to its fullest to make sure we have the

convenience of being able to just pop up the pontoon, instead of having to jump into the car and waste valuable time going to shops a little way off.

To place advanced orders or to contact Ian or Jude

**Telephone:** 01202 667011

**E-Mail:** [thequayshop@hotmail.co.uk](mailto:thequayshop@hotmail.co.uk)

What a great example Ian & Jude have shown in combining their love of the boating world and Ian's skills as a food store manager. The Quay Shop near the Dock Office and Shower Block was due to close and Ian, incensed with the idea that the berth holders would be without their handy store, talked to Jude about taking it over. It wasn't long before they had checked things out and decided to take the plunge. The rest you know from the delightful smell of freshly cooked pastries, bread and pies whenever you go to the Dock



Fresh bread, pastries



*"Don't forget the amount of marine suppliers that are based at Cobb's Quay.*

*Make use of them, they couldn't be more handy"*

## YOUR MOBILE COULD BE A LIFE SAVER

### In an Emergency

The Emergency Number worldwide for Mobile is 112. If you find yourself out of the coverage area of your mobile network and there is an emergency, dial 112 and the mobile will search any existing network to establish the emergency number for you, and interestingly this number 112 can be dialled even if the keypad is locked. Try it out.



### About Hidden Battery Power

Imagine your mobile battery is very low. To activate, press the keys \*3370# Your mobile will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get recharged when you charge your mobile next time.

### Locked Your Keys in the Car

Does your car have remote keyless entry? If you lock your keys in the car and the spare keys are at home, call someone at home on their

mobile phone from your cell phone. Hold your cell phone about a foot from your car door and have the person at your home press the unlock button holding it near the mobile phone on their end. Your car will unlock. Saves someone from having to drive your keys to you. You could be hundreds of miles away, and if you can reach someone who has the other 'remote' for your car, you can unlock the doors (or the trunk).





## CQBHA Member Wins National Beauty & Spa Award

*"At a very prestigious function at the Royal Lancaster Hotel in London....you guessed it...Linda won"*



Linda collecting her award Trophy

This summer was a very special one in the Butler calendar. Unfortunately an engagement in London clashed with the start of our main summer cruise. Gallantly Kevin headed for Guernsey alone, with just little Emma for company/crew. Then only to return again due to bad weather. While Pauline and I still tucked up in our beds, the cruise tried again the following morning or was it still the middle of the night. I would like to thank all of the members of the cruise for keeping a special eye on my family in my absence or was there too much jollification?. While the cat's away, the mice will play ... I will never really know!

Pauline and I were off to London on the Sunday for some shopping and sightseeing. I had never been to the London shops, so that was an event in itself. Then on the Monday, very shaky and nervous, I attended the final of the British Beauty and Spa Awards, Manicurist of the Year. It was just amazing and an honour to reach the final six – the most prestigious awards in the Beauty calendar. I didn't think that I had done very well as nerves got the better of me and I had the shakes when finishing a nail painting session - being watched by 10 judges wasn't very helpful either. After I had finished I telephoned Pauline, who was busy shopping in Oxford Street (I was just off Carnaby Street) and headed for the nearest wine bar to drown my sorrows.

The next day after a nice pub lunch, I headed for the luxury of the Condor and finally arrived in Guernsey on the Tuesday quite downcast. I just needed to relax after the stressful couple of days, so I was secretly quite pleased that we didn't rush off to St Quay or St Malo. It was a shame that all of Kevin's hard work and planning didn't come to fruition. But on the up side Emma did buy two lovely dresses for Weymouth and London in Guernsey (we couldn't decide so bought them both! – sorry Kevin!)

I had an agonising wait until the 3<sup>rd</sup> of September when the entire family, fully



The Butlers at the Awards

equipped with new frocks (and a DJ for Kev) headed back to London to the Royal Lancaster Hotel for the presentation ceremony. The event was astounding, I didn't really appreciate how grand and important the awards were until I was standing in a large room surrounded by all of the main industry icons sipping pink champagne (I discovered a taste for the pink stuff during the summer – thank you Rob!) Ben Shepherd from GM TV was the compere. The awards are the Oscars of the Beauty industry, complete with nominations, video clips and gold envelopes. To my utter amazement my name was called out as the..... Winner!! I am now the proud holder of the first ever Manicurist of the Year title for 2007.



Linda in her Just Nails Salon

I would like to thank everyone for their support and much, much positive thinking (thank you Peter), without it I am sure I would not have won.

Everyone laughs at my purple rubber gloves when doing my boat chores. An ode to all the ladies on the cruise – Housework should be banned on the boat, but if we must – use those gloves and protect your hands and nails!! I will be watching – don't let me down!!

Kevin and Linda Butler, Cruising Secretaries, CQBHA

*“Housework should be banned on the boat, but if we must – use those gloves ”*

## Great Truths of Life

### GREAT TRUTHS THAT LITTLE CHILDREN HAVE LEARNED:

- 1) No matter how hard you try, you can't baptize cats.
- 2) When your Mum is mad at your Dad, don't let her brush your hair.
- 3) If your sister hits you, don't hit her back. They always catch the second person.
- 4) Never ask your 3-year old brother to hold a tomato.
- 5) You can't trust dogs to watch your food.
- 6) Don't sneeze when someone is cutting your hair.
- 7) Never hold a Dust-Buster and a cat at the same time.
- 8) You can't hide a piece of broccoli in a glass of milk.
- 9) Don't wear polka-dot underwear under white shorts.
- 10) The best place to be when you're sad is Grandpa's lap.

### GREAT TRUTHS THAT ADULTS HAVE LEARNED:

- 1) Raising teenagers is like nailing jelly to a tree.
- 2) Wrinkles don't hurt.
- 3) Families are like fudge...mostly sweet, with a few nuts.
- 4) Today's mighty oak is just yesterday's nut that held its ground.
- 5) Laughing is good exercise. It's like jogging on the inside.
- 6) Middle age is when you choose your cereal for the fibre, not the toy.

### GREAT TRUTHS ABOUT GROWING OLD

- 1) Growing old is mandatory; growing up is optional.
- 2) Forget the health food. I need all the preservatives I can get.
- 3) When you fall down, you wonder what else you can do while you're down there.
- 4) You're getting old when you get the same sensation from a rocking chair that you once got from a roller coaster.
- 5) It's frustrating when you know all the answers but nobody bothers to ask you the questions.
- 6) Time may be a great healer, but it's a lousy beautician.
- 7) Wisdom comes with age, but sometimes age comes alone.



## SPOT THE DIFFERENCE

Between the two “Relaxing at St. Vaast” Photos

Pete Hayton has made fifteen subtle and not so subtle changes to this photograph taken by his wife Anne on the trip to St. Vaast in 2007. You might need very good eyesight in places.





## EVENTS PROGRAMME FOR 2008 SEASON

<i><b>Date</b></i>	<i><b>Event</b></i>	<i><b>Venue</b></i>	<i><b>Time</b></i>	<i><b>Team Leader</b></i>
<b>Sat 23rd Feb.</b>	<b>Historical Dock</b>	<b>Portsmouth</b>		<b>Mike Brine</b>
<b>Fri 21st March</b>	<b>Cruise</b>	<b>Ocean Village</b>		<b>Kevin Butler</b>
<b>Sat 5th April</b>	<b>AGM</b>	<b>Club House</b>	<b>10.30</b>	<b>Jon Saunders</b>
<b>Sat 12th April</b>	<b>Boat Jumble</b>	<b>Cobb's Quay</b>		<b>Mike Brine</b>
<b>Sat 3rd May</b>	<b>Cruise</b>	<b>Island Harbour</b>		<b>Kevin Butler</b>
<b>Sat. 24th May</b>	<b>1 week Cruise</b>	<b>Guernsey</b>		<b>Kevin Butler</b>
<b>Sat 21st June</b>	<b>Summer Party</b>	<b>Cobb's Quay</b>		<b>Mike Brine</b>
<b>Fri. 27<sup>th</sup>. June</b>	<b>Cruise</b>	<b>Cherbourg</b>		<b>Kevin Butler</b>
<b>Sat. 12<sup>th</sup>. July</b>	<b>Cruise</b>	<b>Hamble</b>		<b>Kevin Butler</b>
<b>Sat. 26th. July</b>	<b>2 week Cruise</b>	<b>West Country</b>		<b>Kevin Butler</b>
<b>Sat. 23rd. Aug</b>	<b>Dinner Dance</b>	<b>Weymouth</b>		<b>Kevin Butler</b>
<b>Sat. 20th Sept.</b>	<b>Barn Dance</b>	<b>Cobb's Quay</b>		<b>Mike Brine</b>
<b>Sat. 8th. Nov</b>	<b>Harbour Cruise</b>	<b>Poole</b>		<b>Mike Brine</b>
<b>Fri 12th Dec.</b>	<b>MDL 3 day Cruise</b>	<b>St. Malo</b>		<b>Dave Wilson</b>

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

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

The other events (shown in red) are organised by Mike Brine & Clive Snow and in 2007 were so well attended that new ideas have been introduced to help you to have even more fun. All that's left to say is "Don't forget to attend the AGM" and use the chance to voice your opinions..... and praise if you feel the need.

## JET SKI STUNTMEN HAVING FUN



Have you ever been past Old Harry and seen the Jet Ski stunt team. We had the chance to photo them on a Sunday morning early last season. I've never seen a Jet Skier leap so high or turn and plummet into the water and completely submerge, only to shoot out and start all over again, as if it was a walk in the park. These guys all had matching machines and looked as if they knew what they were doing. They were properly kitted out with impact jackets and crash helmets. I'd certainly need all of this to entice me to do half the tricks we saw them do in the half hour that we took photos. When we saw them come over to us, we throttled back to 10-12



Leaping our wash



Leap & Turn



Submarine Style

knots to give the biggest wash we could and they leapt around with real panache.

If you're out there and they come across to your wash, just throttle back and enjoy the show.

Anne Hayton...Work of Art

## CRUISING 2009

It seems very early to be discussing the 2009 season, but to ensure available mooring space next year we need to be thinking about what we want to do now and 'book' our spaces towards the end of the summer.

Kevin & Linda Butler have been doing an excellent job organising cruises for our members and I am more than happy to try to maintain the standard and format set by them, if that is what the members want. However it's not unreasonable to assume that by next season fuel for both petrol and diesel boats is going to be at least £1.20-30 per litre and with that in mind most of us will have to consider how we want to use our boats.

In 2009 should we carry on as we are? Should we be looking to organise shorter distance cruises? Perhaps we could look at more 'Channel hops' to take advantage of what will probably be cheaper fuel in France and the Channel Islands?

Please let me know what sort of trips **you** would like to go on and we can see if they are feasible for a 'Cruise in company' trip. Even if that is not the case, it may be that there is a popular destination and I can put a few of you in touch with each other so you can arrange something yourselves.

Feel free to visit me on [Clearwater](#) A 90, I'm there most weekends, or drop me a line at ; [roger@eyeballtraining.co.uk](mailto:roger@eyeballtraining.co.uk) . It's your Association please help me to help you to get the most out of it.

*Roger Squires.*



## SAVING ON YOUR BOAT INSURANCE

With the Boating season about to commence members of the Cobb's Quay Berth Holder's Association have been getting quotes from Mardon Insurance and have been surprised at the savings they've received.

One member wrote to us saying "I refer to your e-mail of one year ago regarding Mardon Insurance. I had just renewed so missed an opportunity, but this year I gave them a chance and they reduced my payment from £965.00 to £570.00. This is a saving of almost 41%. There is also a slightly lower excess (£300 against £370 so it is win-win.) (You can quote this in your newsletter if you so wish). Thanks for the advice and look

forward to seeing you soon".



This is not the only good news we've had come through, but it is one of the really good savings and was relating to a two year old 33ft Doral.

If you haven't insured yet or are about to, it is well worth getting in touch with Mardon Insurance and getting a quote. Quote CQBHA, we have negotiated a saving for members.



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: \_\_\_\_\_

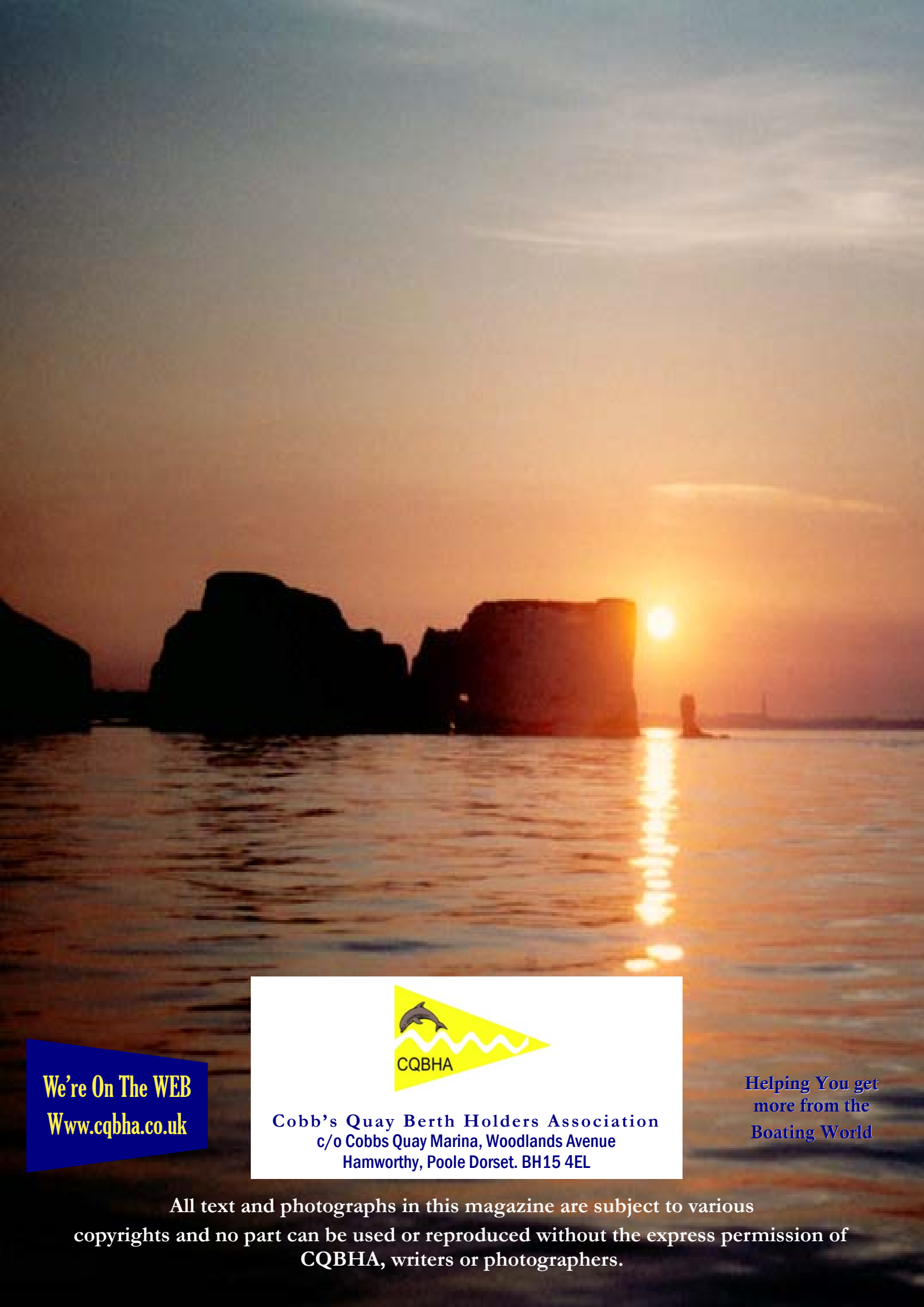
Do you have a Dog: Yes\*/No\*    Have or would you like to cruise in company: Yes\*/No\*

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



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

**Helping You get  
more from the  
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