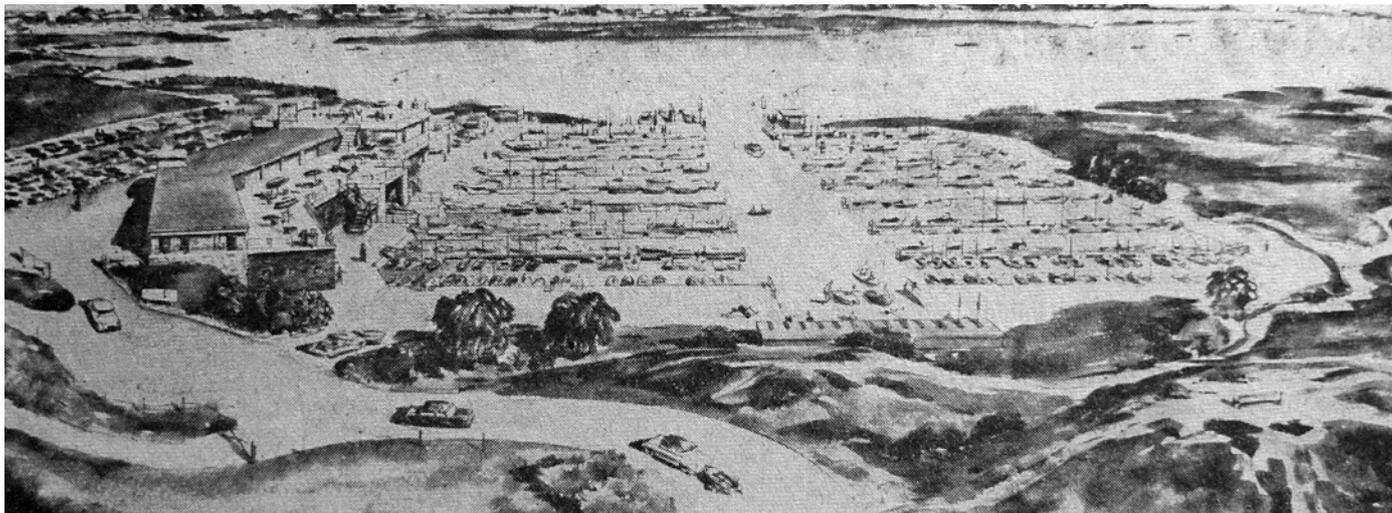


# 200 Boats Could Be Moored Here

C.T. August 10, 1962



An artist's impression of the proposed scheme for a yacht marina at Wick Hams, Bournemouth. Story on front page.

**TWO Christchurch businessmen are the brains behind a scheme which, if approved, will put Christchurch Harbour on the yachting map and provide yachting facilities second to none along the south coast.**

The two men are Mr. Kim Lander and Mr. John Macklin and their scheme is a yacht marina for the Bournemouth side of the harbour at Hengistbury Head. Now before Bournemouth Corporation for their consideration, the project is estimated to cost about £100,000.

Bournemouth Council last week asked the officers concerned to submit a comprehensive report on the project and make any necessary enquiries concerning the consents to be obtained should the Council decide to proceed with the provision of the marina. This entails discussions with the Avon and Dorset River Board and the West Hampshire Water Company and when the report is completed the Council Committee will then be in a position to put forward a recommendation.

The marina will consist of a large basin with facilities for mooring 200 boats, a modern building to house a chandlery store, toilets, changing rooms and a large restaurant with bars. There will also be facilities for launching trailer-borne boats and provision for deeper draft cruisers at the seaward end of the basin.

## A SERIOUS LACK

Mr. Lander and Mr. Macklin have been Christchurch residents and harbour users for a long time and they have realised the serious lack of facilities for yachtsmen, both local and visiting. The harbour, they say, is becoming overcrowded and there is no convenient spot where yachtsmen can obtain petrol, oil, water and food.

"We feel there is a genuine need for such facilities," said Mr. Lander, a director of Plymarine, Christchurch, and a member of Christchurch Sailing Club. The need was probably not so much at the moment but one which would develop rapidly within the next two or three years.

They believe that they have selected the only logical site for the marina. They would have preferred to have seen the project on the Christchurch side of the harbour but felt this was impossible.

## EXCELLENT APPROACH

Their site would not obstruct the main stream of harbour and river traffic and would be very convenient for yachtsmen with trailer-borne craft. There was an excellent approach to the marina along Broadway, Southbourne.

Mr. Lander and Mr. Macklin plan to excavate a square basin adjacent to Double Dykes and between Wick Hams. They have been told that this spot is not a bird sanctuary and would not interfere with wild life on the marshland.

The building at one side of the basin would be two storeys and there would be ample car parking facilities behind. A harbour master's bridge at the seaward entrance to the basin would command a view of boats moving in and out of the marina. Mooring would be to pontoons and the size of the basin 350ft. by 400ft.

#### SPRING 1964

Given approval within a reasonable space of time, the project could be completed for the spring of 1964. They agreed that the excavation work would swallow up a great deal of the estimated cost, but the whole scheme could be done by pooling the resources of their respective businesses.

The project is the result of a great deal of thought and work over a long period. They have studied the conditions in the harbour and note that the entrance is subject to considerable change during the winter months but has usually stabilised by early May, thus providing a reasonably safe entrance for boats of up to five feet in draft between one hour before first high water and one hour after second high water—Christchurch having two high tides for each main flood, due to the peculiarities of the tidal stream caused by the Isle of Wight.

Once the harbour has been entered the channel veers sharply to the west and follows a course directly below Hengistbury Head and later swings across to the Christchurch side as the estuary confines itself gradually until it reaches the point known as "Branders Bank" immediately opposite "Wick Hams". Above this point the dividing boundary allows the best depth of water and this course is followed until the river divides near the Quay at Christchurch into the rivers Avon and Stour.

#### SAILING CLUB

Christchurch Sailing Club have for many years provided all the channel buoys both inside and at the entrance to the harbour and are in fact recognised as the main boating organisation in the area and have now leased from the West Hampshire Water Company mooring rights of nearly all of the river and harbour bed within the Royalty Fishery area.

But in spite of their excellent organisation, say Mr. Lander and Mr. Macklin, there are now only a few vacancies for dinghies in Stanpit Creek which is situated some two miles from the clubhouse.

**They point out that in recent years boating has become the pastime for the masses rather than the rich man's pleasure, with a consequent upsurge in demand for moorings and facilities, not only in Christchurch Harbour, but throughout the country.**

#### MAIN POINTS

In addition to this, the vehicular and pedestrian access to the harbour for the boating enthusiast is very poor, the main points being:

1. At the Haven, Mundeford, where the launching of dinghies can only be accomplished over a shingle beach which is already the headquarters of two small sailing clubs.
2. The Quay at Christchurch, which presents numerous car parking difficulties and involves negotiating a very narrow entrance road from the High Street.
3. At the Christchurch Sailing Club, whose facilities are for the use of members only. The membership has now been closed pending the erection of a new club house; however, this will not provide any new mooring space in an already very overcrowded area of the harbour.

It is against this background that the two business men seek to provide a good number of well organised and properly serviced moorings together with first class access and dinghy launching facilities in an area which is at present completely unused for boating or in fact any other purpose.

They believe that Christchurch Harbour is ideally situated in its location between Poole Harbour and the Solent, either of which can be easily reached under most conditions of tide and wind, and it therefore makes an ideal base for small cruising boats.

# Marina for B'mouth by 1970?

Echo Staff Reporter

Echo April 18, 1969

BOURNEMOUTH should have its first yacht marina operating by 1970— maybe by the end of this season.

Mr. Peter Ashworth, the Midlands businessman and yachting enthusiast, to whom the Town Council have given conditional approval in principle for a marina at Wick Hams in Christchurch Harbour alongside the marine training centre, wants to start work on the project immediately details have been settled, and to get the job done as quickly as possible.

His plan is for 190 40ft. pontoon mooring spaces. How many boats would be accommodated depends on the size of the craft, but it would certainly be one of the biggest projects of its kind on the South Coast.

## ONE-STOREY BUILDINGS

On the shore Mr. Ashworth plans a car park, dinghy park, slipway and administrative buildings covering about 10 acres.

At the Council's insistence, buildings will be kept to a minimum and will be only single-storey. There will be simple repair facilities.

"The aim is to provide good moorings for yachtsmen with bare essential facilities," said Mr. Ashworth today, speaking from his property company office in Burton-on-Trent. He lives near Tamworth, Staffs.

## COINCIDENCE

He had his first craft—a canoe—in 1939, and now owns a boat in Christchurch Harbour. He has been coming to the area for boating for 15 years.

While he and a group of friends were looking for a marina site Bournemouth Council Development Committee was thinking of encouraging a marina with very limited buildings.

**Both parties picked on precisely the same site as the best one.**

Mr. Ashworth does not know the cost of the project. It depends on details agreed with the Council and he has yet to put the scheme to tender.

## CENTRE OF ENGLAND

He said: "The Solent area is in my opinion the yachting centre of England, if not of all Northern Europe. I also like the New Forest and its countryside.

"There is a crying need for decent moorings in Christchurch Harbour. The present state of affairs is most unsatisfactory."

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Letters to the Editor Bournemouth Echo

## YACHT MARINA: PROTEST HE URGES

May I bring the attention of the citizens of Christchurch to the plans of a Midlands businessman to build a vast yacht marina at Wick Hams in Christchurch Harbour.

This marina is projected to have 190 40-foot pontoon mooring spaces and to build over ten acres of adjoining marshland and reed beds.

Bournemouth Council have given conditional planning permission for this desecration of a local beauty spot and the scheme, if it is allowed to go through, will have a devastating effect on the sport and recreation enjoyed by local people who at present use the harbour.

Any boat owner who knows the harbour realises the number of boats has already reached saturation point and any further increase will lead to the eventual loss of lives in the Mudeford Run.

The reed beds that are to be destroyed have, from time immemorial, harboured a multitude of fascinating migrant birds including the Reed and Sedge Warblers, the Little and Great Crested Grebes,

Divers and wild-duck. When these non-paying visitors return to nest next spring, are they to find the friendly rippling spire beds replaced by a barren waste of concrete, plastic and steel, with serried rows of speed boats populated by the jet-set with their transistor radios, inevitable litter, broken bottles and pollution?

I am therefore appealing to everyone who knows and uses the harbour and who cares that it should not be ruined forever by ill considered development, to write to the town-clerk at Bournemouth Town Hall and tell him so! I would emphasise that only by immediate action can this scheme be stopped. Our friend the Midlands businessman is trying to bulldoze his scheme through as quickly as possible, hoping to rely on public apathy for his success. Please, act now!

R. E. KEELING

22 Horsa Road, Southbourne.

### 'APPALLING' MARINA

I wish to state my view on the appalling decision of Bournemouth Council to allow a marina to be built in Christchurch Harbour at Wick Hams.

I speak as a local man with wild-fowling and naturalist interests, as have had two generations of my family before me. This marina, with its buildings and car parks, etc., will completely destroy the natural setting of this part of the harbour. Also destroyed will be a large number of reed beds and inlets, which are the habitat of numerous small birds and wildfowl.

This will also have a detrimental effect on the nature reserve set up by a sensible Christchurch Council on the other side of the river.

Also, consider the effect of an influx of boats in the already vastly overcrowded waters of the harbour. This will be positively dangerous.

This scheme seems to be financed by a north country businessman, who sees money to be made, and assisted by Bournemouth Council—who can't see further than their commercialised noses.

I only hope that Bournemouth never takes over Christchurch if this is a sign of things to come.

G. BOGGIS.

15 Jumpers Avenue, Christchurch.

