

## Roach Sailing Association

[www.roachriver.org.uk/rsa/](http://www.roachriver.org.uk/rsa/)

### February 2020 Newsletter

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#### 2019 Chairman's Report

*Richard Bessey*

I was sorry to miss the RSA Fambridge weekend last year, (we were sheltering from gales in Portland). In spite of the foul weather there was a good turn-out, particularly for the BBQ! Our other racing and cruising events were also well-attended and I hope we can match the good times in 2020.

Rightly the top priority for this year and the decades ahead will be the environment. Our small contribution starts in March, collecting plastic rubbish from the saltings around Paglesham. Each of us can do more by making sure our own rubbish is properly disposed of and recycled – quite a lot of the plastic in the Roach blows out from the boatyards! My recommendation is always take it home to recycle.

Your committee will stand down as usual at the AGM in March. All but Clem Freeman are standing for re-election. My thanks go to all the committee for keeping our RSA events a success, and particularly to Clem for organising Laying Up Suppers for several years. If you would be willing to join the committee, please contact Jon Walmsley, our secretary.

Let's look forward to fitting out and getting afloat for the sailing season!



*Our Chairman Richard in WINKS*

## 2020 AGM

The 2020 AGM will be again held at the Wakering Yacht Club on Sunday 15<sup>th</sup> March at 7:30pm.

### *Current committee:*

**Mike Green – President 01702 588378**

**Richard Bessey – Chairman 07773771715**

**Jon Walmsley – Secretary & Race officer 07836344508**

**Simon Joel – Treasurer 07721397317**

**John Langrick – Bosun, Membership Secretary and Newsletter Editor - 07740 839410**

**Clem Freeman – Second to Race officer 09591274161**

**Rodney Choppin - 01702 258332**

**Steve Noble - Second to Race officer 07906864688**

## 2020 Fitting Out Supper

Our fitting out supper this year will be held on **Saturday 18<sup>th</sup> April** at the Wakering Yacht Club.

Richard has kindly arranged this and please let him know if you want to attend.

The food will be a buffet meal and there should be plenty of choice. The cost per person will be £15 which we request you pay on the night.

## 2020 Subs

2020 subs are now due. These are £10 per year and there is an additional £10 racing subs for those who wish to take part. This covers cup engraving and insurance. Please send your subs to our Treasurer, Simon Joel, 28 Chapmans Walk, Leigh on Sea Essex SS9 2XA

Ideally, we would like you to pay by bank transfer. The RSA bank details are  
Roach Sailing Association  
Sort Code 20-79-73  
Acc 80751138

If you do pay by bank transfer, please send an email at the same time to Simon. [simon.joel@hotmail.co.uk](mailto:simon.joel@hotmail.co.uk).

Alternatively, by cheque to Simon or cash to any committee member. You can, of course, still pay at the AGM.

## Paglesham Facility Fee

If you keep a boat at Paglesham, the RSA encourages using the facilities at Paglesham Boatyard (e.g. car parking, dinghy park etc). This fee is included in boatyard or RMHA mooring fees, otherwise please contact Simon Rutter at Maclean Marine for details.

Simon.Rutter  
Maclean Marine Ltd  
41 Paradise Walk,  
London SW3 4JL

or he can be contacted by email at [simon.rutter.macleanmarine.co.uk](mailto:simon.rutter.macleanmarine.co.uk)  
Use your boat name as reference on payment.

## Harbour Dues and Charges for 2020

All our boats on the Crouch area should display a current Harbour Dues disc. We pay a better price for prompt payment and see the CHA website for costs and payment detail

## 2019 RSA Racing Results and 2020 Handicaps

### *Potton Island Trophy*

After a bit of a delay, to enable some early season shoreside fiddling, eight boats made it out onto the water. The conditions weren't suitable for a 'round the island' course so it was Barton Hall Buoy and back instead. The light Easterly and incoming tide made it difficult for the fleet to stay above the start line.

PATCH decided to retire after stopping to assist DALLY. A working DALLY returned the favour and towed PATCH home. MERGANSER and BLUEBOTTLE were the fastest drifters and first to round the buoy. LITTLE LINDA was unable to stop going West and accepted a lift from DALLY back to Paglesham Reach.

Back at the front, BLUEBOTTLE just pipped MERGANSER at the line after swapping the lead a few times. The next group, consisting of WATERWYTCH, APPLE and MAKEDO, finished in that order some twenty minutes later. It was still daylight when TAZ finished.

On handicap, TAZ has third place, MERGANSER second and BLUEBOTTLE wins the Potton Trophy.

### *Egret Cup*

After a bit of a late start, as some skippers tried to remember how their boats went together, seven dinghies set off up river against a light wind and the last of the ebb.

The course was anti clockwise around the top and bottom Paglesham Reach buoys with BLUEBOTTLE first to leave the upriver starboard buoy to port, followed by EOLETTE, APPLE, MAKEDO, WINKS and PATCH. LITTLE LINDA was struggling to make progress upwind with only one sail.

At the other end of the Reach, WINKS and MAKEDO were neck and neck when disaster struck for WINKS when her rudder blade snapped off and Richard had to retire.

The wind came and went and was strong enough at times for BLUEBOTTLE to ship water over the gunwale on her way to line honours. EOLETTE was next with APPLE in third after a push for the line. For MAKEDO and PATCH the wind died near the finish and a frantic slow race for the line ensued with PATCH just pipping MAKEDO by fifteen seconds for fourth place.

LITTLE LINDA persisted and crossed the line one hour and twenty minutes after BLUEBOTTLE.

On handicap APPLE has third place, BLUEBOTTLE second and EOLETTE wins the Egret Cup!

### *Paglesham Yacht Race*

After a brief meeting of the deputy race officers it was decided that weather and tide would be good for a round Potton Island race, anticlockwise, so that the only tacking required would be back up the Roach but with the tide. Seemed like a good idea at the time! The race started a little late once Peter had launched and the safety crew Stuart, Nigel and Lillie were ready. All seemed to be going well up the Roach, through the Violet and into Potton Creek.

Then due to a slight oversight by race officials we arrived at Potton Bridge before the bridge keeper had arrived! A gaggle of dinghies arrived and whilst deciding what to do Steve went for it, dropping his gaff and going straight under the bridge, Ken followed not quite so elegantly but without mishap. Peter decided not to risk his varnish and turned back to base; Neville followed as he didn't have

the option with no gaff to drop. The safety boat decided to follow the leaders and I returned to see where Barry and Garry had got to.

Barry had unfortunately had a tiller snap and ended up on a lee shore on the mud with Garry close by manfully trying to paddle to him to affect a rescue. I lurked in case of need but also ended up aground. Getting free was not easy so decided to sail back around to find the safety boat and send it to pull Barry off the mud. Safety boat was found and went to the rescue. All returned safely.

Meanwhile Steve and Ken finished the race, their times being 1hr 27 and 1hr 30 respectively. On handicap APPLE wins the Paglesham Yacht Race.

### ***Lifeboat Cup***

A wind so light that even EXPRESS was happy to venture out on the water. After much thought and lots of helpful suggestions to the race officer on a good course for the race, that old favourite Barton Hall and back was decided upon.



*EXPRESS crewed by Ann and Dave*

Unusually we started on time as all nine crews were ready. Long and shorts were the order of the day with the tide helping us up river. The taller rigged boats, MERGANSER, BLUEBOTTLE and EXPRESS did better in the conditions with TAZ and NANI DRAGON having a close fought race behind.

APPLE and RED TUNA thought that they were still under Mudcatcher collision rules at the mark, but the Mirror pulled away after the turn. The light conditions did not favour the two Tideways, APPLE and PATCH.

On the downwind leg TAZ was similarly outclassed by NANI DRAGON and RED TUNA.

Back at the front, MERGANSER had line honours followed by BLUEBOTTLE with EXPRESS fifteen minutes behind. On handicap, TAZ has third place, BLUEBOTTLE second and MERGANSER wins the Lifeboat Cup.



*Now who got it right?*



*Ken's 'new' mirror MOLLY*

### ***Oyster Cup***

The delayed Oyster Cup took place last Saturday the 12th October. Start time was 11:00 and with the last of the incoming tide and light south westerly winds the course was set as the red buoy at Barking Creek to port. Three boats line up for the start, APPLE, MAKEDO and NANI DRAGON. All three set off towards the Violet and it became clear tacking would be required. MAKEDO took an early lead followed by APPLE and finally NANI DRAGON. APPLE attempted to crawl along Potton Island and fell behind. At the mark MAKEDO held a narrow lead over NANI DRAGON and APPLE was reeling both in. NANI DRAGON passed MAKEDO coming back up the Violet and by the time everyone was back into the Roach there was not much between them. In a last roll of the dice MAKEDO decided to cross to the Paglesham side but this did not pay off. NANI DRAGON held on to take the line first followed by APPLE and eventually MAKEDO.

On handicap the result stands unaltered with NANI DRAGON winning the OYSTER CUP, APPLE second and MAKEDO third.

### **Dinghy Bowl**

That brings us to the end of the RSA 2018 Dinghy Series, in which 16 boats took part. Here are the final point scores, with APPLE, who entered every race, winning the series just half a point ahead of BLUEBOTTLE.

APPLE	11
BLUEBOTTLE	10.5
MERGANSER	7
NANI DRAGON	5
MILLIE	4
EOLETTE	4
TAZ	4
PATCH	3
MAKEDO	2.5
LITTLE LINDA	2
WATERWYCH	1
EXPRESS	1
RED TUNA	1
WINKS	0.5

## **Cruiser Series**

### **Paglesham Pot**

As winds were light and from the North West, I chose an easy course for the first race of the season, Redward to port and return. The fleet assembled (mostly) for the 10 O'clock start and began the first task of tacking down the river assisted by the last of the ebb. MARTINIQUE took an early lead followed by the rest of the fleet. LETITIA (Mike and Stuarts new boat) crossed the line last but soon got into the swing of things and started to overhaul everyone and chase down MARTINIQUE.

We then received a call from MIROUGE to say she would be joining in the fun albeit a bit late. Redward was reached without to many problems for most (Gary had decided that as MIROUGE had made a late start he would test out the bilge keels so parked her on the sticky stuff on Potton Island). The run back saw the fleet split into smaller battles, MARTINIQUE crossed the line 4 minutes ahead of LETITIA, SCHERZO was 3 minutes ahead of LUCY and JOUET was 6 minutes in front of LOTUS. On corrected times LUCY wins the Paglesham Pot, MARTINIQUE in 2nd and SCHERZO 3rd.

### **Blue Shoal Trophy**

A beautiful bright and light wind day, with stronger South Westerlies forecast for later. A fleet of most of the ten participants rallied for the start with MARTINIQUE and WATERWYTCH getting away first.

The light winds did not favour AMBITION II despite full sail being set. She was in company with JOUET as Barry had put in a reef, in expectation of the stronger winds. ULABELLA and LOTUS were late starters, but ULABELLA soon started to claw her way up the fleet.

At the turn around the Inner Crouch, MARTINIQUE was first followed by LETITIA and LUCY. IMOTHES and GOSHAWK were next with IMOTHES pulling away upwind. The smaller WATERWYTCH was in touch with the larger boats and going well in the freshening breeze. ULABELLA, despite her late start, was picking up speed as the wind strengthened and in hot pursuit.

The good wind came too late for AMBITION II, but despite this, LOTUS claimed last across the line honours.

On handicap; IMOTHES has third place, WATERWYTCH second and LUCY wins the Blue Shoal Trophy.

### **Shuttlewood Cup**

The race started with a stiff SW wind, four boats crossed the line in close company, LUCY, SCHERZO, PEPPERMINT and LOTUS closely followed by UIABELLA.. ULABELLA soon passed LOTUS followed by IMOTHES who had lagged behind at the start. In the distance GOSHAWK decided to join in presumably after getting up late. GOSHAWK soon caught the pack though. By the elbow the wind had started picking up (reaching 30knts) and causing problems.



GOSHAWK

IMOTHES tried wrapping its main around the mast whilst jibing but got herself sorted and carried on. LOTUS did the same but with her Genoa, unfortunately needing to start her engine to get it untangled by performing 5 complete turns and was the first to retire. The fleet by now had left the Roach and headed for the first mark at Inner Crouch. The fleet then headed back to Horse Shoal, the second mark. IMOTHES came straight back into the Roach having misunderstood the course and was followed by GOSHAWK and therefore became the second and third retirees.

This left LUCY, PEPPERMINT, SCHERZO and ULABELLA to round the last mark and head for home. ULABELLA decided to go for broke and cut the corner into the Roach but it didn't pay off and had to motor off the putty. LUCY crossed the line first followed by PEPPERMINT and SCHERZO with only 9 minutes covering all three. After handicaps and appeals were considered by the committee the result is SCHERZO in third, PEPPERMINT second and LUCY wins the Shuttlewood Cup.

Regarding the appeal, under Paglesham Rules a boat is allowed to have an engine idling and in neutral if the skipper feels due to the conditions it would be in the interests of safety to do so.

### **RNLI Race**

The start of September greeted us with light Westerly winds and a lovely sunny day. Five boats set out slowly against the young flood, IMOTHES making a good start and leading until she was overtaken by AKVAVIT, LUCY and ULABELLA before leaving the Roach.

The wind was fresher in the Crouch with AKVAVIT pulling out a good lead to windward after rounding the Inner Crouch. The freshening wind helped PEPPERMINT on the run to the mark.

Across the line, AKVAVIT was over twenty minutes ahead of LUCY with ULABELLA in third being chased down by IMOTHES.

On handicap, LUCY has third place, AKVAVIT second and ULABELLA wins the Lifeboat Cup.

#### **Whittaker Cup**

Seven boats mustered for the start of the Whittaker cup race off quay loading. The course being Buxey 2 to port (maybe a tad ambitious as it turned out).

LOTUS with Ken and Clem, AMBITION II with Richard and Graham, JOUETTE with Barry and grandson Harrison, GOSHAWK with Ermal and crew, PEPPERMINT with Vince and Paul (this time no Laura and Ava), GINGER LEI with Rick and Steve and IMOTHES with John and Simon.

A short reach out into the Crouch then long and short tacks out to Buxey 2. The wind was a stiff 15-20 knots with low water 10:45 leaving boats just 45 mins of ebb.

The short tacking took its toll as first AMBITION II and then LOTUS retired. The tide sweeping AMBITION II and her copious weed back towards Burnham.

IMOTHES was first round the mark with an easy sail (and cup of tea) back up river. Next was GINGER LEI who caught GOSHAWK, followed by PEPPERMINT. And an easy sail back to the finish line at Pag.

On handicap IMOTHES wins the Whittaker Cup, GINGER LEI is second, GOSHAWK third and PEPPERMINT is fourth.

#### **Roach Plate**

Six boats took the start for the Roach plate, AKVAVIT, LETITIA, LUCY, IMOTHES, QUINTELLA, and GOSHAWK and they crossed the line in that order. By an unusual quirk of fate after feeding the results into the spreadsheet the result stands as how they crossed the line. Does that mean that the handicap system works? So well done to AKVAVIT



*AKVAVIT and LUCY*

#### **Len Choppin Cup**

16 different cruisers raced this year. LUCY had the greatest number of wins with three, whilst IMOTHES, AKVAVIT and ULABELLA had one apiece. In terms of the series: AKVAVIT has third place with 7 points, IMOTHES second with 9.5 and LUCY is well ahead with 15 points. Well done to Nick and crew.

LUCY	15
IMOTHES	9.5
AKVAVIT	7
ULABELLA	5.5
PEPPERMINT	5

LETITIA	5
MARTINIQYE	4
SCHERZO	4
GOSHAWK	4
WATERWYCH	3
GINGER LEI	3
LOTUS	2.5
AMBITION II	1
MIROUGE	.5
QUINTILLA	.5

## **Other Trophies**

#### **Gracilda Cup**

When I set the date and start time for the Gracilda Cup, I thought that the downwind leg with the prevailing South Westerly against the young flood and a tack home with a good tide underneath the racers would make a good course. On the day it was a very light Easterly!

Three yachts took part, INDI with Lilly, GOSHAWK with Flavia and PAKLJHAWA with Dawn. INDI crossed the start line a few times before being sucked into Paglesham Pool and retiring. The original course to Clarkes and back was shortened to Wade and back which PAKLJHAWA rounded an hour and a half after the start! A strengthening wind helped a late starting GOSHAWK round some twenty minutes later.

On handicap, GOSHAWK came second and PAKLJHAWA wins the Gracilda Cup.

#### **Mudcatchers Cup**

Anyone walking along the sea wall at Paglesham would have wondered what on earth was going on. A workboat was randomly motoring around the river and every now and then a hooter was blown whereupon a motley fleet of small boats converged on a balloon floating in the river. The fleet of nine consisted of four sailing dinghies under sail, three rowing boats, (one with two sets of oars and a dog), a sailing dinghy being paddled with one oar and a stand-up pirate paddle board.

The frenetic activity of the Mudcatchers was driven by beer. In this case small bottles hanging under the balloons. Collision rules and etiquette were suspended until Lilly on DALLY ran out of bottles. It was then back to the PVT patch to enjoy and count the booty. Two sets of oars and a dog seemed to be the winning formula, and with five bottles collected, WINKS wins the Mudcatchers Cup.

#### **Handicaps for 2020**

Cruiser	2020 Handicap
LUCY	1450
IMOTHES	1608
AKVAVIT	1396
ULABELLA	1745
PEPPERMINT	1741
LETITIA	1413
MARTINIQUE	1335
SCHERZO	1614
GOSHAWK	1826
WATERWYTCH	1839
GINGER LEI	1929
LOTUS	1850
JOUET	1800
AMBITION II	1800
QUINTILLA	1800
EOLE	1710

INDI	1850
LOTUS BAVARIA	1500
SEA JAY	1830

Dinghy	2020 Handicap
APPLE	1690
BLUEBOTTLE	1558
MERGANSER	1473
NANI DRAGON	1889
MILLIE	1640
EOLETTE	1640
TAZ	2028
PATCH	1874
MAKEDO	1750
LITTLE LINDA	2000
WATERWYTCH	1695
EXPRESS	1600
RED TUNA	1640
WINKS	2003
ELG	1796

## Non racing RSA awards

### *The Rodney*

This award is presented for fitting out whoopsies, we all do it! I guess we read about CORINNE's diesel woes in 2018, but now the same in 2019! So, we thought Aleck could do with some moral support to get the engine finally sorted in 2020 with something to hit it with, so Aleck earns the Rodney for 2019.

### *The Bosun's bell*

We had lots of contenders for this in 2019, notably both John Walter and myself for a small 'encounter' off Walton on the Naze. I am sure there were many more unintentional groundings and again, Nick owned up to his at the start of his foreign trip.

However, Jonathan really owned up to his with his 'dinghy incident' by detailing it in our last newsletter. So, for that occasion and publicly admitting it, the Bosun's bell goes to PAKLJHAWA.

### *Editors Cup*

We had a great contribution of articles for the September 2019 newsletter and many thanks to all for their contributions. This year the Editors Cup winner for the adventure to Maldon is LOTUS, well done Ken.

### *Aeron Lewis Sambuca Cup*

After a prolonged stopover to complete fitting out on the Foulness Sand, followed by an overnight passage to Ramsgate, our contenders headed across the North Sea for the first time. An exhilarating downwind sail took them to Newport. From there they followed the coast to Breskens, playing that well known game of dodge the fishing boat in the dark. You can read all about it in our September newsletter, well done the crew of LUCY, who win the Sambuca Cup!

### *Seamanship Cup*

The Seamanship Cup goes this year to LOTUS BAVARIA, not only for battling gales in an attempt to reach Normandy, but for a successful voyage to the Western Isles. One of the many highlights was the company of Orcas and a Minke whale in the Murray Firth. Well done the crew of LOTUS!

## Bosun's Corner

### *John Langrick*

#### *Sutton Wharf*

We plan a work party on Dally for Sub 5<sup>th</sup> April starting about 10:00. Basically, she needs a wash down, paint and antifoul, I will also service her engine. Again, any spare antifoul would be appreciated!

#### *Potential launch dates.*

I have booked launch dates as follows:

April 6-10, April 20-24, May 6 - 7.

Of course, you can arrange to launch yourself at any time, but if we can coordinate launch dates, it helps the yard and also with car logistics.

It is important that we point out that volunteers, when we launch, lay up, raise masts and help other members with their boats, this is done on a voluntary basis, and at your own risk.

#### *Paglesham*

We plan a yard tidy on Sunday 15<sup>th</sup> March starting at 10:00am. This will be the shed and dinghy park. Please ensure there is no gear in the shed other than oars, rowlocks, outboard wellies and one fuel can. There may also be dinghy spars and sails in the rafters, but please try and keep the shed tidy.

It has been noted that we have some outboards that have not been used in the last few years. If one of them is yours, will you please remove it or let John Langrick know that it is available to others.

I will be putting some labels in the shed can you please put one on your outboard so we can identify which is used and which is not. I will send a message to the roach group re the 'unowned' outboards which will subsequently be removed.

Please note that there are no rubbish bins at the Paglesham yard, so please take all your rubbish off site.

We have more members dinghies this year so please note one dinghy and one sailing dinghy per member and can sailing dinghies please be stored to the rear of the storage area.

On the same day, we are organising a rubbish gathering and collection along the saltings Those not engaged in the yard tidy, or after the yard tidy are encouraged to help collect rubbish on the saltings between Paglesham Pool and upriver.

#### *Barbecue on Saltings Sat 18th July*

This is a fun day on which we have the Mudcatchers Cup, a fun dinghy race, followed by a barbecue on the saltings at the PVT patch. This is an excellent opportunity to socialise, so bring partners, children and grandchildren so we can all meet and enjoy the food company and river. Bring your own food, drinks and nibbles. A barbecue will be provided.

## *Cruises*

The scheduled weekend cruises this year start on 23<sup>rd</sup> May and 29<sup>th</sup> August. These coincide with Bank holidays to give our crews an extra day. These are weather dependent, but likely to be either the Blackwater or Medway. Keep contact with the Roach Group for final details.

The East Coast Cruise will commence Sat 27<sup>th</sup> June, Last year was the largest number of boats ever. Let's make 2020 even greater. Again, final details will be announced by the Roach Group.

Of course, members will have impromptu cruises throughout the year and if you want company, either crew or other boats, please let members know via the Roach Group.

## The CORINNE Chronicles - or - Carry on CORINNE.

Aleck Poole

Just as I thought my non starting problems were over.....

It all started on the East Coast cruise. Having successfully left Shotley and rounded into the Orwell it became necessary to use the engine again; but it wouldn't start. I picked up a mooring outside Suffolk Yacht Harbour and desperately tried to discover the reason. When the fleet returned from a lunchtime visit to the Butt and Oyster I was skilfully picked up with an alongside tow by John Langrick and Barry using Ermal's skiff and deposited on the fuel pontoon in Suffolk Yacht Harbour. Next day John Walter and I worked on the problem. During this process French' expertise was not totally helpful. What John did find was that I had left a 'plug' of paper in the water trap inlet whilst cleaning last winter. We set up an alternative fuel supply, by-passing the dodgy fuel pump. This got me home successfully. BUT! A new problem arose.



CORINNE entering Woodbridge tide mill (under her own engine)

Arriving at Ha'penny pier as I put the engine in reverse there was a bang and a loss of all gears. The flexible coupling had failed. I drifted alongside and spent the next day searching for my lost nuts in the bilges, without success. No other nuts would fit (they turned out to be ANF thread). As a get you home fix I secured the bolts with fuel hose clips in place of nuts. Thanks to AMBITION II for staying close. Once home these were replaced with stainless steel ANF nylock nuts.

Moral – Do check your flexible coupling nuts.

The Renault diesel continued to perform well until it came time to leave Fambridge after the club weekend. Once again, my sincere thanks for all the help from RSA members who tried to solve this non start yet again. In the end I was grateful to accept a tow from SEAJAY all the way to the Middleway. Left at anchor I bled the system and next morning managed to effect a start by disconnecting the drag of the alternator, to give me faster cranking speed. So I returned to my berth alongside at Wakering.

During the rest of August, September and October I was busy. I cut a hole in CORINNE's cockpit floor – removed, cleaned and replaced the fuel tank – replaced all fuel hoses – removed, checked and replaced the starter – had an injector serviced – made new fibre glass cockpit access hatches – fitted an SU electric fuel pump - bled the system day after day without solving the fuel issue. Air was getting in somehow, but from where?

On inspecting the braided fuel returns from the injectors, I noted that one connecting them to a banjo fitting could be rotated. As a

desperate measure I destroyed the crimped connection and replaced it with a fuel clip. As I was re-assembling the banjo joint I discovered a spring? which led me to reason that a ball bearing was missing from a one-way valve at this point in the fuel return. Repeated successful starts have been made since this was resolved.

To be continued.....I hope not.

## Leros to Corfu

Shaun Hetherington

Jonathan, Graham & I arrived at the small airport on Leros having taken the early morning flight to the island from Athens. The hire car was waiting, and we were soon at the marina and loading our bags on board. All seemed well with BRIAR ROSE since I had left in early July. We soon had her covers packed, food purchased and stored and ready for the crew to relax and plan the trip ahead over a beer in Skipper bar overlooking the marina. The next morning, we set off for Levitha, a small island 20 miles to the west of Leros. Graham & I had visited the peaceful anchorage earlier in the year – we arrived in time for a swim before heading ashore and walking to the small farmstead for an enjoyable dinner of local goat – we were off.



The next morning with the sun shining down on us, we were soon under way and heading NW in a light breeze. Our course took us around the SW corner of Levitha before heading NW. We had a good angle on the wind and made good speed covering the 33 nm and arrived soon after lunchtime at Niso Dhenoussa. We anchored just off a white sandy beach which we discovered when ashore was popular with nudists – Graham didn't know where to look! We sent a very peaceful night at anchor.

Our day began early with a stronger breeze, we headed around the west coast of Dhenoussa and set a course for Mikonos. As we approached the wind had strengthened, the passage between Mikonos and its neighboring island to the West is narrow and busy with ferries, coupled with the wind on the nose this made for an uncomfortable end to the passage. We arrived at a marina just north of the town in over 25 knots of wind – the harbourmaster was less than welcoming, suggesting that as we hadn't booked 48 hours in advance we should anchor outside. I did not fancy anchoring in the strong wind so we left and headed over to Ermoupoli on Syros – an additional 18 nm. We made good speed with a reefed jib but as we approached Syros the wind veered to be more on the nose slowing our progress – the wind had strengthened further and our speed was down to a couple of knots until we reached the shelter of the harbour. We were relieved to find a space in the busy working harbour.

A late start after topping up on fuel and supplies, we had a much calmer sail to the island of Kithnos. We anchored in a pleasant bay on the east coast with a choice of two tavernas – what a difference a day makes. A short row ashore and a pleasant meal.

The next morning the wind had shifted slightly to the NW. We headed up the coast of Kithnos but as we cleared the northern tip felt the full force of the wind from the W so instead of heading more westerly, we set a course around the east side of Kea. Once we cleared Kea to the north, we were able to make the course for the Greek mainland. We anchored under the Temple of Poseidon at Cape Sounion. This is a popular place particularly with charter boats, so the anchorage was very busy and noisy – thankfully it calmed down after sunset and we had a peaceful night.

The next morning brought grey skies but an unusual Easterly. We were up and off early and headed SW to clear the end of the traffic separation system. Once clear, we headed West to the south of Aigina. With a moderate easterly we took the opportunity to fly the spinnaker and were flying along – the original plan to stop before the entrance to the canal, this was soon forgotten and we pushed on – despite the now heavy rain (I found some urgent jobs that needed attending to inside!). By 5pm we had arrived at the entrance and tied up having covered over 55nm – we paid the 120 euros to transit the canal and after a short wait were given permission to go.



*Corinth Canal*

What a sight – the canal is pencil straight and cuts through huge rock faces on either side. It took us just over an hour to transit the 6nm in fading light. Once through we headed to the small harbour in the town of Corinth and despite being full we found a small spot to squeeze into in the darkness. We had found a hotel online and soon decamped to there to dry off, time was getting late but we found a burger place still serving food – somewhat lost in translation, we ordered a family meal for 4 each!!

The next morning, we returned to BRAR ROSE and refreshed and ready to start the next part of our journey. We set off heading into the Gulf of Corinth – the wind was blowing from the west, so we set a course to the NW in a fresh breeze but made good speed under the Gib. Despite this it was getting dark as we approached the small harbour at Andikiron. The wind had picked up and we found ourselves battling against 30 knot gusts as we dropped the sails and headed in – we found a small gap alongside the breakwater and were very pleased to be met by two English couples aboard their boat who helped with our lines. We soon found a friendly taverna and had a relaxing evening.



*Andikiron*

The next morning the weather was a lot brighter and the wind had dropped – we set off heading S then SW then West. We made good progress in the sunshine and by late afternoon were approaching the medieval harbour of Nafphtos – we found a spot right in the centre of the harbour in the shadow of the castle.



*Nafphtos harbour*

We set off early on foot to explore the hillside fort overlooking the town and soon were wandering around a maze of narrow streets before climbing the hill to the top with great views over the Gulf and of the span bridge which links the Peloponnese with the north shore. Once back on board we set off, cleared the bridge, dodging the ferries and dredgers and then in warm sunshine and accompanied by a pod of dolphins covered the distance to Messolongi. Here we followed the canal passed the wooden shacks until we reached the small marina. We were met by the harbourmaster and were soon tied up on a pontoon berth – we headed into town which was a bit run down, but we found somewhere to have dinner before returning.

After clearing the canal, we turned west again and soon left the Gulf of Corinth and returned to the Ionian Sea – we turned north and followed the coast between the mainland and a group of off lying islands. We headed further north until we reached a small inlet 5nm south of Astakos. We crept in passing a couple of fish farms and derelict buildings to find a peaceful secluded anchorage. We dropped the hook and settled down for dinner on board and a very quiet evening.

The next morning, we set off in calm conditions with a moderate breeze, we headed W then NW heading around the south of Kastos & Kalamos before heading into the pretty harbour of Vathi on Megansi. A pretty place that Jonathan and I had visited a couple of years earlier on our way south.

The following day we headed north, through the canal at Lefkas, arriving at the bridge on the hour as it was due to open. We hadn't accounted for the Greek time factor and having hung around for 10 minutes, the bridge keeper decided to press the button and open the bridge. Clear of this, we headed up to Preveza. With an onshore breeze and a current running with us we were making 8 knots on the approach. We headed into the large inland lake and over to the pretty town of Vonitsa.

The following morning, having stopped for fuel at the fuel berth in Preveza, we headed north and with fading light arrived at a small harbour of Mongonisi on Paxos. The only taverna was closed for the end of the season, so dinner on board.





*Mandraki*

In the morning, we set off early and after a pleasant sail, we were soon off the southern tip of Corfu. We followed the coast, passing Benitises, Corfu airport until the castle came into view. We rounded the castle and headed into Mandraki harbour. Mandraki harbour is a delightful setting directly below the castle of which a large section is now home to Corfu's performing arts school and while moored in the harbour you normally can hear classical music being played. After a good evening in Corfu Town we headed just the other side of the main commercial harbour to Corfu Boat Yard where we were met by Costas who had the cradle ready for Briar Rose to be lifted for the winter. A journey of just over 475nm over 15 days – a couple of days later having winterized BRIAR ROSE, we flew back home.



*BRIAR ROSE on slip at Corfu Boat Yard*

## First Aid for Solo Sailors

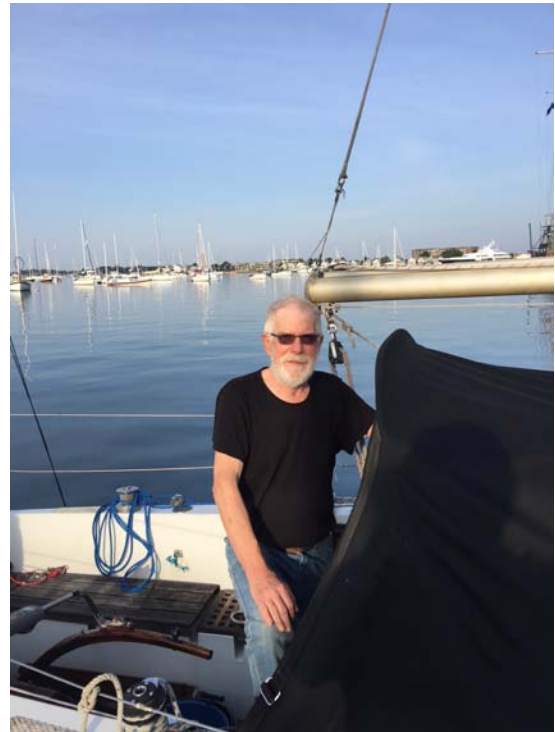
*John Apps*

Your first action in any medical emergency is to place your tongue in your cheek and bite down hard. The pain that is caused by biting your tongue hard will take your mind off any other pain you may be experiencing. Placing your tongue in your cheek is also critical before reading this article.

Every solo sailor should have the following items placed in a known location on their boat so as to be ready for a medical emergency.

Laphroaig Malt Whisky [internal use].  
 Cheap supermarket 'no name' whisky [external use].  
 Gaffer tape.  
 More Gaffer Tape.  
 Cling film  
 Hacksaw and spare blades.

Aspirin [only if the whisky doesn't work].  
 Two boat hooks.  
 Winch Handle.  
 Jumper leads.  
 Inflatable boat pump.  
 10 metres of 10mm shock cord.  
 Block and tackle. [main sheet is suitable if detachable at both ends].  
 Plastic bucket.  
 More Gaffer Tape.



*John after arriving at Newport Rhode Island in RAVEN, thankfully unscathed after an Atlantic crossing.*

### 1. Dealing with Cuts

1-1 Administer whisky both internally and externally.  
 1-2. For minor cuts, cut an appropriate length of Gaffer Tape and place over wound.  
 1-3 For major cuts use more whisky and completely wrap limb or torso with several layers of Gaffer Tape.  
 1-4 For wounds that are pumping blood [hopefully not on the torso or head]. Find the appropriate spot on the upper arm or leg and wrap winch handle with Gaffer Tape tightly around the affected limb. Tighten the winch handle until blood from wound is eased to a trickle.

### 2. Shark bite

2-1 Administer whisky both internally and externally. (not to the shark, to yourself).  
 2-2 Follow procedure in 1-4 if bite is to a limb.  
 2-3 If bite is to the torso and it is pumping blood, finish off the bottle of Laphroaig and continue with the 'no name' whisky using it internally.  
 2-4 If bite is to the head, pour 'no name' whisky over head [yours not the sharks] and continue procedure as per 2-3.

### 3. Snake Bite

3-1 Start reading 'A Voyage for Madmen' and ask yourself how it occurred that you had a snake on board.  
 3-2 Follow the procedure in 2.

#### **4. Concussion**

[Note: of all injuries to solo sailors, this for me has been the most common].

##### **4-1 Concussion with bleeding head.**

- 4-1-1 Administer whisky both internally and externally.
- 4-1-2 Have plastic bucket to hand in case of vomiting.
- 4-1-3 Place gaffer tape tightly over cut. Do not remove by pulling, let it fall off when ready or cut hair to remove. If you need to remove Gaffer Tape from hairy spot, spray WD40 on the Gaffer Tape adhesive.
- 4-1-4 Alternative wrap head in cling wrap try to avoid wrapping cling wrap over nose and mouth.

##### **4-2 Concussion no blood.**

- 4-2-1 Administer whisky internally.
- 4-2-2 Have plastic bucket to hand in case of vomiting.
- 4-2-3 Take to your berth until you feel like getting up.

#### **5. Cardio Pulmonary Resuscitation**

[If you are unlucky this may be caused by previously treating yourself with a little too much of the Laphroag].

- 5-1. Determine if your heart and lungs have both stopped working or just one or the other.

##### **5-2. Cardio Resuscitation**

- 5-2-1 Take jumper leads and clamp positive wire to left nipple and negative wire to right nipple. The pain of the clamps on the nipples should be such that your heart will start with no further help. If heart does not start attach the relevant clamps to the appropriate battery terminals and remove intermittently until your heart starts or you pass out as no oxygen is getting to your brain.
- 5-2-2 If this doesn't get your heart started and you think you are about to pass out forever, set alight to your boat using remaining whisky as an accelerant which should achieve two results.
  - 5-2-2-1 You can have a nice Viking funeral.
  - 5-2-2-2 Your boat will not be a danger to navigation wondering the oceans like the 'Flying Dutchman'.

##### **5-3 Pulmonary Resuscitation**

- 5-3-1 Using Gaffer Tape fix bottom of inflatable pump to top of lee side cockpit winch. Knot one end of the shock cord around chest. Knot the other end around the boom. Place the inflatable pump nozzle in mouth. From .7 of a metre above inflatable pump throw your chest onto the pump. The shock cord should pull you back up and you can keep repeating this process until your breathing has returned to normal.
- 5-3-2 If unsuccessful use procedure in 5-2-2.

##### **5-4 Cardio Pulmonary Resuscitation Treatment**

- 5-4-1 Use same process as 5-3-1.
- 5-4-2 Hope it works.

#### **6. Hypothermia**

- 6-1 This is the one treatment that you should not take whisky internally, but you may administer it externally and set it alight, you never know it might warm you up.
- 6-2 Close up cabin
- 6-3 Light Cooker.
- 6-4 Make tea. Do not turn cooker off when tea is made.
- 6-5 Drink tea.
- 6-6 Imagine you have someone of the opposite sex to snuggle up to in your berth. Hopefully this will keep you awake.

**6-7 Alternate Treatment.** Run around the deck 38 times this will not only warm you up hopefully but may keep you awake.

#### **7. Man overboard**

- 7-1 Before falling overboard attach one end of the main sheet to your safety harness.
- 7-2 Pull yourself on board using main sheet.
- 7-3 If cold treat yourself for Hypothermia.
- 7-4 If not cold treat yourself with Laphroaig.

#### **8. Amputating Limbs**

- 8-1 It is very important that rather than putting a leather patch in your mouth to bight down on that in this case you bight down on your tongue therefore taking your mind off the pain you are about to experience in the affected limb.
- 8-2 Take whisky internally and wash affected area with 'no name' whisky.
- 8-3 Cut off limb with hacksaw.
- 8-4 Discard limb in bucket.
- 8-5 Administer more 'no name' whisky to stump.
- 8-6 Treat limb as in 1-4.

#### **9. Broken limbs [Not Compound]**

- 9-1 Administer whisky internally.
- 9-2 Cut the two boat hooks to size using the hacksaw wiping off blood if you have previously carried out an amputation on yourself.
- 9-3 Place correctly sized boat hook pieces either side of affected limb and bind top and bottom and in line with the break.
- 9-4 Place discarded lengths of boat hook in safe place in case you break another limb getting around with your home-made splint.

#### **10. Broken Limb [Compound]**

- 10-1 Administer whisky both externally and internally.
- 10-2 Wrap gaffer tape tightly around the limb where bone is protruding.
- 10-3 Follow procedure in 9-2 to 9-4.



ROACH SAILING ASSOCIATION			
Income and Expenditure Account for the Year Ending 31st December 2019			
2018	Income	2019	
£		£	£
590.00	Annual Subscriptions	730.00	
180.00	Race Subs	320.00	
20.00	Back subs	50.00	
5.52	Profit on Sale of Burgees and clothing	2.76	
227.03	Donations/ jumble profit and sale of workboat	138.00	
1.08	Bank Interest	0.81	
0.00	Excess Inc/(Deficit) for dinner (including flowers) gifted assets	67.50	
1023.63			1309.07
	<b>Expenditure</b>		
125.00	RYA Subscription	125.00	
	CAYFE Subscription		
10.00	Printing, Stationary & Postage	1.90	
90.86	Cup Insurance	100.86	
170.00	Cup Engraving	170.00	
	Crouch Harbour Authority Disks (inc Dally disk)		
0.00	AGM meeting costs		
	workboat and engine purchase		
589.22	Workboat repairs and upkeep (inc mooring )	189.78	
	disabled sailing sponsorship		
	clothing costs ( insignia setup)	25.00	
9.59	Paglesham/Rochford shed and river costs		
	Roach river website	71.86	
0.00	Depreciation on stock of flags and burgees		
	Depreciation on fixed assets (workboat dinghy etc)	721.00	
994.67			1405.40
	Excess of Expenditure over Income		96.33
28.96	Excess of Income over Expenditure		
	<b>Balance Sheet as at 31st December 2019</b>		
	<b>Assets</b>		
1356.47	Balance at Bank 31st December		1993.38
663.84	Stock of Flags and Burgees		651.60
3705.00	workboat, dinghy,outboard and shed		2984.00
5725.31			5628.98
	<b>Reconciliation of Assets</b>		
5754.27	As at 1st January		5725.31
	Adjustment for new assets		
28.96	Surplus Income/Excess Expenditure		96.33
5725.31			5628.98

 Simon P. Joel, Honorary Treasurer

## 2020 Event Calendar

*Races start at 10:00, except where other times are given below, or on the day by Race Officer.*

*On the Saturday evening before racing on the Sunday, many will stay aboard overnight and if you wish to join in evening festivities, please contact the Roach Group.*

*If you would like to crew with one of the boats racing, again, contact the Roach Group.*

Sun 15th Mar	Work party and litter Pick - Pag	10:00	HW 16:41
Sun 15th Mar	AGM	19:30	
Sun 5th Apr	Work party - Dally	10:00	
Sat 18th Apr	Fitting Out Supper, Wakering Yacht Club	19:30	
Sun 10th May	Paglesham Pot (Cruiser series)	10:00	LW 09:27
Sun 17th May	Potton Trophy (Dinghy series)	11:00	HW 09:45
23-25th May	Cruise weekend		HW 01:37
Sun 31st May	Blue Shoal Trophy (Cruiser series)	10:00	HW 07:50
Sun 7th June	Egret Cup (Dinghy series)	12:00	LW 08:27 HW 14:26
Sun 14th June	Shuttlewood Cup (Cruiser series)	10:00	HW 07:46 LW 13:24
Sat 20th June	Dinner afloat in Quay Reach	18:00	HW 12:55 LW 19:18
Sun 21st June	Whitaker Cup (Cruiser series)	10:00	LW 07:25 HW 13:35
W/c Sat 27th June	East Coast cruise starting at Pyefleet		HW 05:33 LW 11:30
Sun 5th July	Gracilda Cup (Ladies race)	12:00	HW 13:29
Sat 18th July	Mudcatchers Cup (Dinghy series)	10:30	HW 11:43
Sat 18th July	BBQ on the saltings after race		
Sun 19th July	Paglesham Yacht Race (Dinghy Series)	11:00	HW 12:32
Sat 15th Aug	Fambridge Dinner	19:00	HW 10:06 LW 16:33
Sun 16th Aug	Don McDowell Cup (Fun race)	10:00	HW 11:15 LW 17:38
Sun 23rd Aug	Lifeboat Cup (Cruiser series)	10:00	LW 10:26
29th – 31st Aug	Cruise weekend		HW 10:17
Sun 13th Sep	Lifeboat Cup (Dinghy series)	11:00	HW 09:22
Sun 20th Sep	Roach Plate (Cruiser series)	11:00	LW 09:29 HW 15:23
Sun 27th Sep	Oyster Cup (Dinghy series)	10:00	HW 10:00
Sun 11th Oct	Steak & Oysters Afloat	12:00	LW 13:29
Sat 14th Nov	Laying Up Supper at Garon Park Golf Complex SS2 4FA	19:30	