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*The official newsletter of the
Fareham Sailing & Motor Boat Club
March 2018*



The Dynamic Duo, Chris & George, promoting their next epic cycle ride & collecting for the MS Trust.

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To contact the editor please e-mail publicity@fsmbcnet.org.uk
Please try to get your articles, pictures, adverts etc. to the editor by the 20th of the month to ensure their inclusion in the following month's edition.

Editorial

It's March the 1st. It's St David's day. It is less than 3 weeks to the vernal equinox and the official start of Spring. So why is it snowing?

In olden days March was known as Hlyda, or Lide in Old English, which means 'loud'. This was referring to the March winds, which were considered very noisy. Very appropriate I must say. Anyway, the folklore says that if March comes in like a lion it will go out like a lamb and vice versa. So, we should be looking forward to a mild Easter weekend at the end of this month.

March was originally the first month of the Roman calendar and named after the Roman god of war, Mars. The warming of the weather after the cold of winter months made them eager to start new wars. So watch out; don't pick a quarrel with anyone at this time of the year. You don't know where it will end.

We will have two full moons again this month so we will have had two shots this year at having something happen 'Once in a Blue Moon'. That has got to be good.

The phrase 'Mad as a March Hare' comes from the view that a hare will behave oddly during the breeding season, which is in March. Humans, having a never ending breeding season so behave oddly for 12 months of the year which could explain a lot about human nature.

March was proclaimed Multiple Sclerosis Awareness month in 2015 by the New Jersey Governor Chris Christie, who encouraged both public officials and residents to organize and take part in activities and programs meant to raise awareness about the struggles of people who have this disease.

This brings me to the entertaining talk by Chris Hare and George Thomson at the club on the 23rd of February. As well as describing the trials of their bike ride from London to Paris (see photo on the front page) they let us into the secret of their next epic bike ride; to Amsterdam. All this to raise money for the Multiple Sclerosis Trust. So, do be prepared to part with cash when they wave their bucket at you. It is all in a good cause. Their next money raising event, I am told, will be a blind auction. For details of this see George or Liz Thompson.

Here endeth my rant for this month. Keep warm!

Keith Brewer

It is with deepest regret that we report the death of Keith Brewer who passed away at the end of January this year at the grand age of 92. He was cremated on the 21st of February. Along with his late wife Betty who was Club Secretary for many years he had been a long-standing member of the club since the 1960s. He will be sadly missed.

Forthcoming Events

ST PATRICK'S

Sat 17th MARCH 2018

BAR OPEN AT 7.30PM – NIBBLES

“Fareham Creekers”

(On The Balcony)



BIG PADDY RAFFLE

GET YOUR TICKETS FROM MARGARET!!!

23rd March 8pm

FUN QUIZ

£1 entry
cash prizes

Fun Quiz
night
8 till 10
23rd
March



MOTHER'S DAY

MARCH 11TH

Bring Mom along!

Glass of Prosecco on arrival
FREE GIFTS
Flowers and chocs

ROUGHAY BOWL

The Lugger 'World Championships'

*Come chase the winter blues away
Take to the water on St Patrick's Day
Whether you sail to win or sail for fun
Make sure you're ready for the starter's gun!*

The Roughay Bowl

17th - 18th March

10:30 Start Saturday

11:00 Start Sunday

*Celtic Mayhem from The Creekers
Saturday Night*

Sunday Afternoon TBC

lugger@fsmbcnet.org.uk

Any items for inclusion in the April edition to be emailed to publicity@fsmbcnet.org.uk by 20th of March.

What is an AED (Automated External Defibrillator)?

1. The defibrillator is a fully automatic "fool proof" life saving aid that any able-bodied person can use without training or First Aid qualification.
2. The operator need not worry about doing more harm than good; the aid will not shock a patient with a regular heart beat and the machine has more chance of detecting any pulse than a first-aider manually trying to find one.
3. The machine will "talk" the First-Aider/Club Member through the process .
4. Having an AED on club premises could, in an emergency situation, assist a qualified nurse/doctor/paramedic or first-aider who is off duty, away from their own equipment but in the club at the time of an emergency.
5. The clubs AED is a fully maintained and serviced by an accredited company who specialise in the latest life saving equipment.
6. The clubs AED is safe to use in an area close to water (NOT IN IT OR THE CASUALTY STILL IMMURSED).
7. The Club has improved its "DUTY OF CARE" for risk assessment purposes when we have events such as racing events, Pirates Day and Regatta etc. etc.

The Club's AED with instruction sheet (see left) is situated on the ground floor to the right of the door of the new changing room.

I have been asked "when are we going to get one for Salterns? ". I can't answer that one, but would support the idea.

Benefits of an AED

Sudden cardiac arrest (SCA) can happen at any time, to anyone of any age in any location. When a person collapses in a SCA minutes count. A person in SCA is not breathing and their heart has stopped beating.

Performing immediate CPR (Cardiopulmonary Resuscitation) can keep a person's brain and heart alive until definitive care arrives. In addition to performing CPR quickly, using an AED (Automated External Defibrillator) can give this person the best possible chance to survive!

AEDs are small portable devices which can deliver an electric shock to a person's heart. This shock can help to stop abnormal electrical impulses in the heart and allow it to return to a normal beating rhythm. The combination of CPR and AED use can literally bring a person back to life!

Without early CPR and AED use, only about 2.5% percent of SCA victims survive. But the initiation of early CPR and AED use within minutes can raise a victim's chance of survival to almost 80%.

There are many reasons why there should be an automated external defibrillator at homes and workplaces. Many cardiologists will also advise people likely to suffer from SCA to always carry an AED.



An automated external defibrillator increases the chance of saving the life of an SCA victim by 75%.

In case the SCA victim is not close to Emergency Medical Services (EMS), an untrained person may intervene by just pressing a shock button on the automated external defibrillator.

The device offers a fully automated life-saving emergency therapy quickly and is operable by any lay person.

The machines are fully automated, portable and can analyse the heart for shock rhythms. They are designed to give shocks automatically, and the rescuer does not press any button.

The AED has an inbuilt communication that informs rescuers on the life-saving steps to follow. The rescuer will easily know when the SCA victim needs a shock therapy.

Mandriella's Trip to the Med—Part 2

One thing I like about France is the way they welcome boats. Most coastal towns have purpose built marinas and the capitainerie will go out of his way to try and accommodate you. As you proceed along the coast it is usually only a short hop from one port to another. It would take too long to write about every place we called into suffice to say that all welcomed us and we managed to get a berth except on our return trip where Antibes was full up due to a Classical yacht rally. This latter port we had been anxious to visit as it is the only place on the coast with an English supermarket (Jeffrey's) where you can buy baked beans etc. A real home from home.



Passerelle rigged showing supporting bracket

As far as weather is concerned the prevailing wind is from the east and we always motor sailed in light winds. On one or two occasions we experienced strong winds so stayed in port. However the stronger winds lead to a surge in most harbours which is something to look out for. As Mandriella is uncontrollable motoring astern we always moored bows to. When the guardrails were replaced I had the first section starboard side after the pulpit hinged and a special bracket fabricated to fit on the tow rail and project out to support a passerelle. This was a 2 metre gangway which folded in half for stowage.

Our favourite stopovers in France were Ste Maxine, Antibes, Nice and Menton. This latter port was our springboard to Italy and San Remo which Viv was convinced had been the setting for the film 'The Talented Mr Ripley' but this was not the case as Google later confirmed. The clearest waters we sailed through were in the Gulf of St. Tropez and the Porquerolles where in 5 – 10 metres you could clearly see the sea bed and watch the shadow of the boat passing over it. Eerie!



Approaching St Tropez

Leaving Menton we were into Italy and thoughts turned to finding a winter berth. Menton at the time was our preferred choice but they were already fully booked so we sailed on in hope that something would turn up.

We continued travelling east enjoying stays at inter alia San Remo, Genoa and Savona before reaching La Spezia a fine commercial and yacht harbour within the Gulf of Poets so named because of its association with Lord Byron and Percy Bysshe Shelley both of whom spent long periods there. La Spezia town is in the shelter of the gulf and protected by a long breakwater at the seaward end. We moored alongside a long floating concrete pontoon near the esplanade called Assonautica which was owned by an assortment of sailing clubs.

Viv worked her magic and persuaded the capitainerie to allow us to over winter there for 319 euros per month to include water and electricity.

La Spezia is a large town with a big covered market where we bought most of our fresh supplies. It also has an abundance of up market shops and supermarkets. We got to know the place well after six months during which we experienced gales and snow. Early 2014 we arranged to meet our son Bart in Rome for a 3 day visit to see the sights as I had not been to Rome before.

I felt that before leaving La Spezia the boat would have to be lifted out for antifouling and this is when I found out that you are not allowed to work on the boat yourself; the yard must undertake the work unless you obtain a work permit. Luckily Assonautica had an arrangement with a boatyard across the gulf who quoted 1000 euros to lift out scrub off and antifoul then relaunch. I made a booking but things did not work out as planned. On the appointed day I started the engine, cast off, put the engine in gear, throttled up and nothing happened! My immediate thought was that the propeller had fallen off. I tied up again then went to the capitainerie to find, by chance, a sub aqua diver there who had been doing jobs on the underwater chains. He came back with me and got in the water to inspect the stern gear. He reported that the propeller was entirely covered in growth and needed blasting with a water pressure hose. He said he would come back the next day and do the work for 90 euros which I accepted.

Once the diver had done his job we set off across the gulf in poor visibility and pouring rain for our lift out. Luckily I had taken a bearing of the boatyard so found it without too much trouble. Complete with dog and suitcase we disembarked for a bus ride to our hotel in Lerici favoured resort of Shelley the poet. Three days later the yard rang to say that work was completed and Mandriella had been relaunched so we paid our dues and returned to Assonautica. The capitainerie were extremely hospitable and gave us Christmas and Easter presents and would have welcomed us back for a second winter had we been planning to remain in the area.

As winter drew to close it was time to think of returning home. At the end of March we bid goodbye to our friends in Assonautica and retraced our journey spending the winter in Briare and arriving back in The UK exactly three years after our departure.



Relaxing in Nice

It was an amazing trip and one which we would love to do again especially having gained such an insight into what such a trip entails.

Mandriella has certainly covered some miles in the last few of years and it is certainly interesting reading about the trip. Have you got a story to tell? Maybe it is an unusual destination or a traumatic event on route that may educate or amuse us. It may be a few short paragraphs or a longer article. Do send it to publicity@fsmbcnet.org.uk