



AQUARIUS S.C.

THE MAIN SHEET

Summer 2001 Edition

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REGATTA, JAZZ, BARBECUE, STRAWBERRIES AND CREAM

That's the menu for the 7th and 8th of July. Racing starts at 11:30 a.m. on both Saturday and Sunday. As usual there will be some "fun" events so I suggest you have suitable attire. Lasers become remarkably unstable with a crew of 14!

We would like to give Mike Rogers some idea of how much food to provision, so those who purchase barbecue tickets before 2nd July benefit from special prices (£6.00 adults, £4.00 juniors). Ring Madeline Hatton on 020 8546 9937 for tickets. We have booked the same jazz band as last year.

We have had a slow start to the sailing season with many races cancelled because of the torrent flowing past the club. Even the new (for us) Mid Thames Trophy meeting had to be held on the Littleton S.C. gravel pit rather than at Desborough S.C. on the river. Aquarius was remarkably successful at both Littleton and Bewl Water as you will see in the relevant articles. Fortunately river levels subsided several weeks ago and sailing is back to normal.

As you may know the tall bank across the river from the club is that of a former reservoir. Eric Bridgewater and I recently attended a site visit. All the gravel has now been extracted. The site is to become a nature reserve. The interior will be partially infilled with inert material and landscaped to form a large bowl with a lake and islands. The top layer of the inner concrete wall is to be removed, probably this winter. Next season the bank will have been recontoured and will be 1 to 2 metres lower than at present. This will be of considerable benefit to Aquarius sailors in southerly winds.

Mike (more horsepower) Baker has masterminded the transformation of the safety boat. Our venerable but rather erratic single cylinder two stroke engine has been replaced by a new and much more powerful inboard diesel. High tech speed trials involved me holding a funny L-shaped plastic tube over the side (a Yachting Speedometer) and guesstimating the rise in the head of water. Allowing for Richard's helming and my inability to hold the tube steady, the boat seemed to reach something of the order of 6.5000000001 knots. Also CB radios have been supplied fitted to the safety boat and race hut, by Andrew Davies, to help communications. Both use channel 9 at switch on.

Unfortunately both Hampton S.C. and Aquarius S.C. have had some uninvited guests over recent weeks. They are looking for wallets, mobiles and the like. We are taking precautions. The gates will be kept locked on Sundays so remember your key. If you forget the key, phone the club, toot your horn gently or wait for someone to appear in the car park (we hope to add a bell push at the gate). If you see anyone who you do not recognise, please inform a committee member or the officer of the day immediately. Most importantly please do not leave valuables in the changing rooms or in your cars. Remember, we have a safe.

My appreciation goes to Mike Baker for all his stories in this newsletter.

Looking forward to seeing you all at the Regatta and Barbecue. Oh! and if there is anyone who into divining, we need Easterly Force 4 and wall to wall sunshine.

Rodger

News of Members - Joan Bray

Welcome

We warmly welcome the following new members to the Club :-.

John and Caroline Graham who own a Merlin Rocket. John is also a member of Ditton Skiff and Punting Club and we hope that both he and Caroline enjoy their new hobby of sailing.

Robert and Finian Gloyn.

We are also pleased to welcome back an old member, Neil Biddle, who was an active member for some years and is now rejoining as a social member.

Condolences

Our deepest condolences go to Teresa Moore whose husband John died unexpectedly on New Year's Eve on holiday in Spain.

John was a very popular Commodore of Aquarius from 1976 to 1978. He pioneered the sponsored sails in the 70s which resulted in the club raising over £1200 for the RLNI and his sailing cruiser was always our guard ship on Away Days at Hayling Island. Both he and Teresa worked very hard for the club and he will be deeply missed by all who knew him.

We are also very sad to learn of the sudden death of another long standing member, Tim Seward, who enjoyed sailing his Duckling at Aquarius. Our deepest sympathies go to his widow, Elizabeth, and her family.

Start of Season Party

This year's party was held on 24 March so if you turned up on 31 March you missed it. Another reason for taking a regular look at the AQSC web site. We had some guests from Desborough Sailing Club and the Clubhouse was about filled to capacity.

In the past the club has invited guest speakers to come along. You will doubt remember last year's memorable lecture by John Heath on how to build a 350 tonne galleon on a Turkish beach with nothing but match sticks, chain saws and 40 tonnes of (hopefully) inert Iranian artillery munitions as ballast. Incidentally that same galleon, "Grand Turk", turned up in St. Catherine's Dock late last year. I hope you got to go and see her.

This year the club tried something a little different. Keith Hatton got hold of a dozen videos (courtesy of his sons) featuring some amazing film of 'extreme sports; the best bits were selected from each video'. These included sequences of wind surfing down sixty foot waves in Hawaii, Kite surfing and Skiing/snow boarding down near vertical mountain sides. I think we all came to the conclusion that the people who undertake these kind of activities are several sandwiches short of a picnic!

Talking of food, the evening was rounded off with an excellent buffet complete with some demon pickled onions ! All in all a good evening, but ... the rivers still very high and fast, so there's still a real question mark over the actual start of the sailing season.

Mike (SigneT's have always used 'kite' power)
Baker

Late May Bank Holiday at Bewl Water

Bad news, worse news ... The bad news was we couldn't camp on the Bewl Water site. The worse news was that 'Over Easy' and 'The Saint' got to stay at the George & Dragon in Lamberhurst. I don't wish to get sued for slander but I strongly advise you to give this establishment a very wide berth.

Bewl Water itself was as beautiful as ever. Blue water surrounded by lush green countryside, it has to be one of the most picturesque sailing venues in the country. As for the sailing ...

I wasn't around on Saturday but Sunday's programme consisted of two longish races with our boats entered in the slow handicap fleet. I ended up crewing for Keith in ST858. The conditions were good, if somewhat gusty.

Sunday evening was spent in the Brown Trout although I believe some others in the AQSC party headed for The Elephant's Head.

Monday's programme used the new starting system with one minute between the last start completion and the commencement of our start. That minute caught a lot of people out and resulted in false starts one minute early which in turn resulted in a number of recalls.

Some of the crews made what has become a traditional stop on the way home from Bewl, at 'The Grasshopper' outside Westerham on the A25. An excellent end to a great Bank Holiday's sailing. Stopping also has the advantage of letting all the traffic clear.

Mike (Over Easy) Baker

HMS Aquarius

What goes Chug ! Chug ! Chug ! PHUT ! Anyone in the know will immediately say "The AQSC rescue boat". Well the good news is it's 'Phutted' it's last ! Aquarius has been re-engined, and not before time I hear you say. The trouble it wasn't cheap, but when it comes to health and safety a Management Committee's got to do what a Management Committee's got to do. The new engine is a 9hp Yanmar diesel.

The installation was done by Tim Barfield Marine in early May. It included a new propeller, fuel tank, water cooled exhaust system and controls. So next time you find yourself 'Over Easy' you can expect to be rescued 'post haste' without having to worry that the rescue boat itself might need recovery before it even got to you.

For the technically minded the Yanmar marine diesel is a 1GM10 9hp. This is a 20% up-rated version of the original 1GM model. It's a vertical single cylinder 318cc 4 stroke, and is water cooled. It produces 9.0 hp at 3600 rpm (max. rating). Starting is electrical with manual combination and it carries a 12v 35A AC generator. Cooling is via a rubber impeller pump and forced lubrication via a trochoid pump. Its dry weight is 76Kgs or 167lbs for those of us that haven't gone metric. The gearbox is a KM20 comprising constant mesh gears with a servo cone clutch. The engine comes with instrument panel, cable harness and its own tool kit.

Richard and I took 'Aquarius' down to Barfields on Saturday 28 April. The river was up again and flowing very quickly and we hoped the old Stuart Turner would keep going. In the event it seemed to be having a good day, almost like it knew this was its last run. When we arrive it was difficult to find somewhere to tie up. There where so many cruis-

ers awaiting collection there was nowhere to moor.

Eventually we squeezed in alongside a small tug and the downstream bank. Once ashore Tim's wife showed us our new engine, still sitting in its packing crate, which had been delivered a day or so earlier. We were assured the work would be completed by the 5th, and left.

I looked in to Barfields on the 4th to see how it was going ... only to be told that it hadn't been started. That's novel I thought ! ... but it would, I was assured, be ready by next Wednesday. Just as well we didn't need it over the weekend really. After a lot of chasing up by Richard and myself I finally river tested the finished installation at 8pm on Thursday night. Tim promptly went on holiday and I returned the following morning to collect 'Aquarius' and bring her back to the club in time for the open weekend. Brian immediately set about modifying the old duck boards and engine cover to accommodate the new diesel which he completed before the start of the open weekend. The boat went back to Barfield's after ten engine hours for service and to have a prop cage and new water inlet filter fitted. All is now done and hopefully we have a rescue boat which is on the top line.

There is a substantial improvement in performance from 4 kts maximum speed to 6 knts; remember the Thames speed limit is 4.5 knts. It is much easier to use reverse gear as it is selected automatically by pulling the throttle back.

Note: Would all users please record engine running time (hours and /or minutes) and date in the engine log book which is located in the clubhouse.

Mike (I swore I'd never drive another diesel)
Baker

Bowl Visit 26-28 May - Richard Cannon

Eight AQSC boats made the journey to Bowl Water for 3 days super sailing in brilliant sunshine and a 10 to 15 knt SW wind, the best strength and direction for sailing.

Unfortunately it started very badly for John and Margaret Tomkins; a Merc rammed them on the journey there. Amazingly his Signet rode up over the bonnet until the launching trailer of the combi trailer was hit making it unusable and buckling the road trailer just behind the hitch; the boat seems undamaged.

Anita and Mark Gregg had their first visit to Bowl and the conditions couldn't have been better for cruising over every part of the reservoir in Richard Cannon's Signet and Barry Jones's Hawk catamaran.

Sunday was normal Bowl club racing and we started with their slow handicap fleet, and given our own results. Laurie Bridges with Ian Powell had a very short race; they capsized on their first tack. Barry Jones also retired with a split mast allowing the goose neck to jump out; this was repaired with

some cable ties so he was able to do Mondays races. The main halyard of the Club Graduate jammed at the side of the pulley at the top of the mast; this gave Rodger Wheeler a hectic time. Just as it was being prepared to launching for the second race a small ball appeared on the floor of Richard's Signet; the main halyard had broken at the top of the mast, fortunately he was able to repair it and just get to the start on time.

John and Margaret started one start too early, with the Solos, so were disqualified. Rodger Wheeler took Mark in the Club Graduate but in the second race they thought they had finished, but the signal was for another boat finishing and they came ashore a lap too early.

Monday was the Regatta with a start for their 'Champions' and another for 'All Comers'. Just as Richard was launching for the 2nd race the main halyard broke at the top of the mast; he was very lucky to be able to recover it and make the start on time. They were using the new 5-4-1-off start sequence and in the 2nd race a large group started a minute too early; a number continued without realising so were disqualified. Aquarius did very well in the series with Richard and Robert 2nd, Mike Baker and Roy Melson 3rd, and GrahamTompson and Ian 4th. Results.

Apart from the excellent sailing we also ate very well at the Elephant's Head in the evenings.

Our thanks go to Bowl Valley Sailing Club for enabling us to have such an enjoyable visit.



Keith Hatton & Mark Gregg after a good sail



29 May 2001 Series Result For Bowl May 2001 AQSC Only Race in BVSC Slow Handicap

AQ entries in BVSC slow BH series, 16 starters

2 Races Scheduled
2 for Series Sailed
2 to Count for Series

10 Points for not Sailing
d = Discarded result
o = Officer of the day
a = Assistant officer
r = Rescue

OOD	BVSC	BVSC
AOD	BVSC	BVSC
Rescue	BVSC	BVSC
Notes	SW3-4 HpBsN pCpMs Xp x3	Club slow BH no BV
Starters	7	em4
Date	27May	27May

HELM BOAT	Races Duties	Race Number	Place	Points	01	02
Bridges L ST856	1 BH	5	18.00	8		
	0 PH	0	0.00	0		
Cannon RC ST368	2 BH	1	1.50	0.75	0.75	
	0 PH	0	0.00	0	0	
Hatton K ST858	2 BH	2	4.00	2	2	
	0 PH	0	0.00	0	0	
Jones B Hawk1796	1 BH	5	18.00	8		
	0 PH	0	0.00	0		
Thompson C Bos1777	2 BH	3	6.00	3	3	
	0 PH	0	0.00	0	0	
Tomkins J ST367	1 BH	5	18.00	8		
	0 PH	0	0.00	0		
Wheeler R Grad2406	2 BH	4	9.00	4	5	
	0 PH	0	0.00	0	0	

29 May 2001 Series Result For Bowl May 2001 Monday All Comers Race, AQSC Entries Only, 16 Starters. S1 is Series result including BVSC entries

All Comers AQ entries only

3 Races Scheduled
3 for Series Sailed
2 to Count for Series

20 Points for not Sailing
d = Discarded result
o = Officer of the day
a = Assistant officer
r = Rescue

OOD	BVSC	BVSC	BVSC	BVSC
AOD	BVSC	BVSC	BVSC	BVSC
Rescue	BVSC	BVSC	BVSC	BVSC
Notes	W3-4 Just AQSC entry	SW3-4 SpTpC pWpge te x3	SW3-4 SpTpC pWpFi n x3	Series results discar d
Starters	7	4	4	7
Date	28May	28May	28May	28May

HELM BOAT	Races Duties	Race Number	Place	Points	01	02	03	S1
Baker M ST369	3 BH	2	5.00	3	d5	2	3	
	0 PH	0	0.00	0	0	0	0	
Cannon RC ST368	3 BH	1	3.75	0.75	d4	3	2	
	0 PH	0	0.00	0	0	0	0	
Hatton K ST858	2 BH	6	22.00	16	6		13	
	0 PH	0	0.00	0	0		0	
Jones B Hawk1796	3 BH	5	20.00	d14	10	10	12	
	0 PH	0	0.00	0	0	0	0	
Thompson C Bos1777	3 BH	3	6.00	4	2	d5	4	
	0 PH	0	0.00	0	0	0	0	
Wheeler R Grad2406	3 BH	4	14.00	d9	8	6	8	
	0 PH	0	0.00	0	0	0	0	
~Starters	3 BH	7	24.00	d16	14	10	16	
Starters	0 PH	0	0.00	0	0	0	0	

Who do you mink you are (or, I don't mink that's funny)

As you may be aware, from the Commodores report in the last newsletter, Aquarius has been involved in all out war against our most unwanted members. These members arrived un-invited, took up residence in the roof, and come and go as they please. They don't sail, they are highly anti social and have never paid any membership fees. Who are they? Mink, that's who. Mink are small semi-aquatic stoat-like creatures. I say small but they can grow to the size of a cat. Anyhow the battle lines have well and truly been drawn up. What's left of the roof insulation has now been taken out, alloy mesh guard screens installed, power lines put in conduit and traps are about to be laid. I will keep you informed as intelligence reports are received from the front line or Ho Chi Mink City as it's being called. So don't mink or you might miss something. Who knows, if we catch enough of them, someone could be the first ever sailor to have a mink lifejacket.

Mink Baker

Somewhere to go

Lyn and I discovered another restaurant worthy of a mention. If you are into Chinese food, and I don't mean your typical take away variety, then 'The Mandarin' at North Cheam is for you. Booking is essential at all times, but I can assure you It's worth it ! They cater for most regional tastes and have a very comprehensive wine list but their house wines are excellent and well worth a try. Chop sticks are standard but you will be asked discretely if you would prefer a more European approach. If you really like Chinese then this one's for you !

If you fancy giving The Mandarin a try you can reach them 020 8337 2768

The other is "The Withies" pub at Compton, just on the other side of Guildford off the Hoggs Back. It's not the cheapest restaurant I've ever been in but it does have an outstanding menu. It's worth a drive out just for a pint, it's a great pub (i.e. they've never heard of plastic or ergonomically designed environments to maximise sales potential and through put). It's an old fashioned place with staff that can actually hold a conversation, with the advantage of also having a great chef. You can book a table on 01483 421158

Mike (Bon Appetite) Baker

AQSC Day out in London - 16 June 2001

Madeline's latest social event was a great (if a somewhat soggy) success. Some twelve club members including Mike, Maggie, Kevin and young Jack Rogers, Andrea Mundon, Eunice Coletta, Pete & Diana Carpenter, Keith & Madeline Hatton and Lyn & myself, met on the steps of the old County Hall building on Saturday morning.

By 10:00am we were high above the river on the London Eye. I think I've only once had a higher view of the capital from the Post Office Tower, in the days when the revolving restaurant was open. The view was spectacular, despite the overcast, and judging from their comments the American's who shared our 'pod' where obviously impressed. The strange thing about 'the eye' is an almost total lack of movement. You really have to look inwards to the hub to see the rotation. The ride lasts about half an hour and gives plenty of time to move around the pod for an almost unique 360° view.

As we 'disembarked' it began to rain. This was the opening shot of something that became an almost permanent feature of the rest of the day. The Festival Hall restaurant however was close by and provided a dry stop for coffee.

In view of the weather, it was decided to opt for a river trip down to Greenwich and The Thames Barrier rather than 'risking' a conducted London Walk. Mike & Maggie and family decided to call it a day. The rest of us crossed the river and made our way up to Westminster Pier. Now to say at this point it rained a little would be a slight understatement. It

chucked it down, the streets flooded, and we got drenched, as in wring your socks out! In fact, later in the day, both Keith and I both bought new socks to change into.

The cruise down to The Thames Barrier was a great way to see The City and the ongoing developments in Docklands. The catastrophe that is (was) The Millennium Dome looked especially 'sad'. The weeds are already beginning to choke the water front and the site is looking irrelevant and unwanted.

The Thames Barrier by comparison is amazing. An incredible feat of engineering providing ongoing protection to London. Our cruiser 'Chay Blyth' finally docked at the Greenwich Pier. The 'girls' made an immediate dive into the covered market behind the Cutty Sark for lunch and a touch of retail therapy.

The trip back to Westminster was enjoyed from down below in the lounge. As we moored up the heavens opened again. Discretion being the better part of something or other we decided to call it a day and made our separate ways home. All in all it was a great day.

The Eye is well worth going on and as much a success as the poor old Dome wasn't. Many thanks to Madeline and Diana for organising the day, sorting out the tickets and generally ensuring everything went well. It was most appreciated despite the weather.

Mike (He of the Soggy Socks) Baker

Victorian Parlour Games in the Clubhouse - 28 April

I'm not a great one for games and quizzes! Board games, with the exception of Backgammon, take too long and I never seem to get into quizzes of any kind ... but, I have to admit Bob Sumner and Janet Edwards Victorian Parlour Games night on Saturday was highly enjoyable. Three teams answered a variety of questions dreamed up by the organisers. It was all very light hearted and at times riotous as the teams

argued about who had answered first. My own team eventually won, mainly I think because we shouted loudest, but it was great fun. The cold buffet was 'par excellence' and the falling down water flowed. Many thanks to Barry and Janet and all the ladies who prepared the food. An excellent evening sure to be repeated sometime.

Mike (Quiz Kid) Baker

Mid Thames Trophy at Littleton SC - 6 May 2001

The Mid-Thames Trophy is an inter club event, held at a different club each year, between Desborough SC, Laleham SC, Staines SC and Littleton SC. This year Aquarius SC was invited to join.

This was to have been held at Desborough SC but a week before it had to be switched to Littleton. Apparently Desborough's foreshore was under water and their Committee decided that it wasn't practical to host the event. Littleton then stepped in as their gravel pit was unaffected by rising water levels.

Three races were scheduled with the first three boats home in each race from each club to count. AQSC did excellent to enter eight boats:-

Keith Hatton and Mike Baker (SigneT)
Richard Cannon and Robert Britton (SigneT)
Graham Thompson (Bosun)
Roger Wheeler and Eric Bridgewater (Club Graduate)
Mark Hollamby (Club Laser)
Charles Dennis (Graduate)
Bryan Clements (Graduate)
Peter Sutton and Ian Powell (Graduate)

Littleton had 25 boats, Desborough had 7, Staines had 4 and Laleham had 3.

The conditions were superb with an 8-15 knt NE wind, fine and warm; the locals thought it very shifty but to us it was wonderfully steady. There were a surprising number of capsizes.

We had a fair number of problems. Bryan's top rudder pin-
tle pulled out. Charles Dennis's jib sheet frayed and jammed up. Rodger Wheeler had his tiller extension break and while recovering control of the boat rammed Keith Hatton and split his transom. Ian turned up at the wrong club and Robert directed him to Littleton using mobile phones while Ian was cycling, difficult as at that stage Ian didn't know where he was; arriving in time for the last race he had a very short sail because Peter's tiller extension broke as they started.

Although after all three races Littleton had swept all before them (well what do you expect with RS200's and Laser 2000's), against all the odds Aquarius SC came 2nd ! Well you could have knocked me down with a boat hook, I really didn't think we had a hope. I'm also glad to report that one or two people in our opponents teams also had to rapidly revised their opinions about SigneT's during the course of the day. Don't you just love it when that happens ? Many thanks to Littleton for their hospitality; it was a great days sailing!
Mike (crew for a day) Baker



Some of the Mid-Thames Trophy Fleet at Littleton

Sailboat and Windsurf Show 2001

What's to say really. It happened. Keith and Madeline's dinghy, ST858, looked the biz on the SigneT stand ! Loads of SCOA and AQSC members visited the show over the weekend and stopped by for a chat. The coffee was no better but the bacon butties were and, Oh yes, I got my car broken into and had the radio/CD player stolen. That apart, many thanks to everybody involved in the show's organisation and see you again next year maybe.

Mike (I wonder who's SigneT can I get on the stand next year) Baker



Bob & Janet



Victorian HiFi

AQSC Open Weekend 12 & 13 May

The posters were posted, The Press were informed and invited. A variety of dinghies were made available to take visitors afloat, food was prepared and the bar was stocked and the re-engined safety boat was standing by for its first use. All that was needed was reasonable water conditions, a bright sunny day, a good breeze and some visitors.

We certainly got excellent weather with sunshine and a 5 to 12 knt easterly breeze so there was no problem running against the moderate current. But visitors were a bit short on the ground, about 20 on Saturday and 12 on Sunday.

Those that did turn up enjoyed some good sailing, which for some, was their first time in a sailing dinghy. It remains to be seen how many follow through with membership applications but it certainly won't be for the lack of enthusiasm and organisation put in by the members on Saturday and Sunday. Well done everybody and thanks!

Mike (AQSC Publicity Officer) Baker

General Stuff

2001 Programme and Sailing

Because of the current foot and mouth restrictions AQSC has become one of the few 'open' venues around. Being an ill wind etc., etc. it does mean that most of our sailing, until the current restrictions are lifted, will have to be on our home patch (river conditions allowing). Hopefully this will mean that the Spring, if not the Summer and Autumn programmes too, will be better supported than usual. Richard puts a lot of hard work into organising these events, not to mention working out the results and adjusting handicaps. All we need to do is turn up and race. After all, what else is worth doing on a Sunday ? This season also sees the introduction to our programme of the Mid Thames Trophy meeting at Desborough SC on 6 May. This is the first year that AQSC has been invited to participate in this inter club competition and it is hoped to field a strong team.

Stuff concerning changes to the RYA Racing Rules

For those of you that have not yet seen the latest RYA 2001 racing rules I am intending to post a copy of Yachts & Yachting's summary on the notice board. You should also look at a copy of the complete racing rules available from chandlers and book shops. Ignorance of current racing rules is not a defence !

Club Elections Stuff

I know it's early to be thinking about this but, at his own request, this will be Roger Wheelers last year as Commodore. Accordingly at the AGM in early December the club will need to elect a new Commodore. You need to start thinking about that now and whom you would like to see in this position. This is the members responsibility, so give it some thought folks ! You will need the agreement of the nominee, plus a seconder for your nomination, which should be sent to the club secretary Joan Bray.

Stuff about how to sail a Laser

For all you Laser sailors the late February and mid March editions of Y&Y's had some excellent "Laser Coach" articles. Absolutely everything you needed to know about how to get the best out of the dinghy. They were written by Mark Littlejohn who was Ben Ainslie's former coach and training partner. So he should know what he was talking about. Hope you caught them. If you didn't, have a word with me sometime and I might still have the back numbers (for a price !)

Mike (Loads of Stuff) Baker

Wednesday Evenings at AQSC

Fancy a midweek drink with friends in convivial surroundings but don't like going to pubs ? Sorted, come down to Aquarius. The bar opens at 8:00pm and the view is second to none. You can brush up on your game of darts, have a game of cards, re-discover to joys of table tennis or play spot the mink ! (No, just joking !) Seriously though, it's your club so why restrict yourself to only visiting it at weekends. Come down on Wednesday nights and rediscover a pool of tranquility in the middle of the working week. God ! that's almost poetic, and of course has nothing to do with the fact that I have regular bar duty on a Wednesday night and would desperately like someone to talk too !

Mike (Pints) Baker

SAILING SECRETARY REPORT

Last season ended with us being unable to sail for the last 5 Sundays due to the fast current and unfortunately this season has started the same way with no racing at the Club for the first five Sundays; it has never been so bad.

Fortunately our away visits have been excellent. Our first sailing of the season was at Littleton for the Mid-Thames Trophy; this should have been on the river at Desborough but fortunately the venue was changed at the last minute. Conditions were excellent and AQSC had the most visiting boats, and were placed 2nd. Well done everyone for giving such good support.

The following weekend was the Club Open days and we were extremely fortunate to have excellent conditions at last. It was warm and dry with a steady 5-10 knt East wind that was ideal for taking visitors out. It could so easily have been a disaster.

A new diesel has been fitted to the safety boat and it arrived just in time for the open days. The maximum speed has improved from 4 kts to 6.5 kts; remember that the speed limit on the Thames is 4.5 knts.

The first day we managed to race at the Club was 20 May; the wind was too light to sail against the current so the boats were towed up to Sunbury Lock for a race back to the Club. We managed to race around a short course in the afternoon.

The weather for the Late Spring Bank Holiday Bowl visit was absolutely superb; we could not have done better if we had been able to book the weather. Around 18 members and friends with eight boats enjoyed a wonderful break.

Although we have had good support for the away visits the late start to the sailing on the river seems to have reduced the support. Hopefully we will soon be back to normal.

Another SigneT to a good home

ST370, one up from Over Easy, left its temporary home in the AQSC Pipe Yard on 15 April and headed north for restoration and a new home at Paxton Lakes SC at St. Neots. Chris Ritchie, the new owner, said he was looking forward to the task of putting ST370 back into full sailing order. His three young children were equally enthusiastic about sailing the

dinghy, having seen the other SigneT's, which regularly sail at Little Paxton. It's true what they say. "Old SigneT's never die, if their lucky, they get refurbished, recycled and re-loved". I've never seen that happen with a lump of fibre glass!

Mike (SigneT's R Us) Baker

Robbery at AQSC

Early on Sunday 3rd June I towed my SigneT, "NODDY", back to the Club, following the Bank Holiday weekend away at Bewl Valley SC. I always use my old campervan for towing. On arrival, I wondered whether to lock my wristbag (containing wallet & chequebook) away but decided that (as I am a trusting type!) it was unnecessary to do so in the vicinity of the Club and I would probably need money for the bar later. So I just locked up the van doors prior to re-rigging and parking the boat.

Following an unpleasant capsizing at Bewl, when I got trapped under the mainsail and had to fight my way out, swallowing lots of water and much coughing and spluttering, I had already decided that, at the ripe old age of threescore and ten (nearly) I would forego the dubious spartan pleasures of sailing in cold and windy weather conditions and would instead become a fair weather only sailor.

So it was that, prior to the morning race, as it was very gusty and quite cold (to me anyway) I had decided to opt out. Graham said he thought the conditions best suited to sailing his Bosun and would I like to crew for him, to which I acquiesced with alacrity - I fancy Graham said something like "it's a good boat for the old and infirm" (but perhaps age has dulled my aural sensibilities!)

Be that as it may, I enjoyed the crewing job - it certainly was blustery and fluky - and I think Graham also enjoyed the race and he was very tolerant of the mountain of gratuitous advice from his crew on how to helm a Bosun!.

..or perhaps not because, after lunch he announced that he was going to sail his Graduate and would I like to helm his Bosun with a new member (Bob Gloyn) as crew. This I agreed to and we sailed the second race. I don't think we did all that well but it couldn't have been my fault that we kept falling into holes in the wind - or could it?

Just as we made our (very untidy) landfall, Rodger announced that my campervan had been broken into by a couple of youths. With wings of fear, I raced (or should I say struggled?!) up the slope towards the car park, to be met by Anita Gregg with my wristbag in her hand. To my immense relief, nothing was missing from the bag or the campervan.

Apparently, Mark and Anita had been in the trailer park when they spotted two youths round the van, one just emerging with my bag in his hand. Mark shouted something like "what the devil are you up to?" upon which they rushed to their car, throwing my bag down en passant and drove off. With commendable presence of mind, Mark wrote down their registration number and someone phoned the Police. Two constables arrived and took down brief particulars.

About half an hour after the Police had gone, I was in the clubhouse being quizzed about the proceedings - I was pompously opining that there wasn't a hope in hell of the police catching the miscreants when the phone rang - it was the police phoning to say that they had caught the blighters and would Mark, Anita and I attend Twickenham Police Station, as soon as possible, to make formal statements, a request with which we promptly complied. Whilst we were there, it became clear that the youths were well known and that the Police had quite a dossier on them from previous suspected offences. They told us that our (well Mark's and Anita's that is) eye witness accounts should be evidence enough to "nobble" them, at last. All's well that ends well!!

Laurie (Noddy) Bridges

AQSC SigneT's at Little Paxton SC

With the cancellation of the Colemere meeting because of the foot and mouth restrictions, Paxton became the first SigneT Open of 2001. Paxton is located off the A1 near St. Neot's. It's basically a landscaped gravel pit with a couple of islands in the middle.

Saturday's sailing was for the Wyboston SC (now defunct) Les Shephard Memorial Trophy. Three races with two to count. Two AQSC SigneT's competed ST368 (June) and ST369 (Over Easy) alongside six others from Paxton SC and elsewhere. The conditions were very gusty resulting in a five of the boats capsizing during the day. These conditions suited Keith Hatton and I and we managed 1st place. On Saturday night Paxton SC laid on a barbecue which went down a treat. It was also Madelines Hatton's birthday which was celebrated in traditional style with loads of falling down water! We slept overnight in the Paxton clubhouse.

Sunday's sailing was in conjunction with Paxton SC's regular racing although we had our own start. The conditions had eased quite a bit and this suited Richard Cannon and Robert Kelly (i.e. a lighter crew) and they duly took 1st place for the Towey Nail. One interesting thing Having won the first two races Richard didn't need to compete the third so Robert helmed with Richard crewing and advising. Robert duly won. No small achievement given some of the opposition. Well done Robert! So there we go A one, two for AQSC SigneT's.

Mike (Over Easy) Baker

Unwanted visitors at Aquarius (and I don't mean the Mink!)

Richard's really said it all on the club website but What's been happening is a direct result of operating an 'open house' policy. I'm afraid that what happened is, in part, our own fault. I think everybody would agree that this has to change.

It doesn't really require anything too drastic, just an awareness of who's around, a sensible approach to leaving valuables in the clubhouse (especially in the changing rooms) and the need to keep the entry gates locked. I know that's a drag but the truth is if our recent 'visitors' had not been able to gain entry to the clubhouse and car park respectively we would not have suffered the thefts that resulted.

So in future please keep your eye's open, lock the gates after you and hopefully we won't have a repeat of recent events.

Mike (Watch out there's a Henry About)
Baker

Social Calendar Dates For Your Diary

23-24	June	Hampton Regatta, leave AQSC at 10:00 for 11:00 starts
7	July	AQSC Regatta and Jazz Night/BBQ 8pm.
8	July	AQSC Regatta
21	July	Molesey Rowing Regatta, NO sailing on the Club Reach
18	August	Sunbury Regatta illuminated Sail past. NOTE change of date
25-27	August	Away Weekend Bewl Water & ST Open Meeting
15	September	Treasure Island and Fish & Chip Supper
6	October	Murder Mystery
3	November	Fireworks at Kempton Park followed by party at Club
24	November	Annual Dinner
8	December	AGM, Prize Giving & End of Season Party

JAZZ AND BARBECUE NIGHT **Saturday 7th July 8pm.**



Don't miss this great favourite social event; make a day of it by coming to the Summer Regatta first. 8pm. till late. Tickets at reduced price for advance bookings with Madeline Hatton up to 2nd July, on 020 8546 9937, £6.00 (£7.50) Juniors £4 (£5) (at the door price).



AQSC REGATTA Saturday 7 and Sunday 8 July

Including three races for the Regatta Trophy (2 to count), a race for the Ladies and Novice Cups. Programme subject to change.

Saturday

Regatta Trophy Race 1	11:30
Aquarius/Visitors Team Race	13:30
Sprint Race 1	15:00
Sprint Race 2	15:45
Don't forget Bar-B-Q and Jazz	20:00

Sunday

Regatta Trophy Race 2	11:30
Ladies/Novice Trophies	13:30
Regatta Trophy Race 3	14:45
Fun and Games	16:00
Tea	17:15

Security Alert

There has been a spate of thefts at the Club.

Towards the end of the Club Open Weekend Sunday a man was seen to leave, after having been in the changing rooms a long time, and he wasn't recognised as being one of our signed in visitors. The following week end he visited the Club again, and was signed in, but after he left cash was found to be missing from the changing rooms. Subsequently he was suspected of targeting Hampton SC.

On Sunday 3 June a member's vehicle in the car park was broken into and a wallet taken. Fortunately a couple of members in the trailer park witnessed it and called out. The thieves threw the wallet down and drove off fast. Fortunately the car number was noted and the wallet recovered. The thieves were later arrested at Twickenham. The members involved went there to make statements.

The Police were informed of each incidence.

On Monday 4 June some lads in an old canoe were seen to look in the Safety Boat and then to climb on to a boat on the other side of the river. They seemed to leave without taking anything. Their paddle was broken so they may have been looking for a paddle.

Please do not leave valuables unattended and at least one of the entrance gates **MUST** now be kept locked to improve security. If the Road was locked when visiting the Club then keep it locked. If it was unlocked then keep the car park gate locked.

Anyone around who is not recognised as a Club Member or a Cruiser Owner should be challenged. **BUT** do not put yourself at risk; it is much better if there are two of you around before challenging to minimise the risk of an assault.

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