



AQUARIUS S.C.

THE MAIN SHEET

Autumn 2001 Edition

Web Site: www.aquarius.sc.ukgateway.net
Email: aquarius.sc@ukgateway.net

Editor: Richard Cannon 01932 786636
Email: richard@cannonr.freemove.co.uk

COMMODORE'S REPORT - Rodger Wheeler

What a season! 2001 will probably be remembered as one of the most difficult sailing seasons in recent years. For the first few weeks the river was more like a torrent. The weather statistics tell you that winds are predominantly south westerly - but not this year. We have experienced gales, cyclic winds, and dead calms followed by strong gusts which knock you flat. By contrast we had good sailing at nearly all our away meetings

But, we have had an excellent season of social events, many with a notably high laughter index. The next one is the fireworks at Kempton Park on Saturday 3rd November followed by "nosh" and drinks at the club.

And talking of social events, don't forget the big one. Tickets for the Annual Dinner need to be reserved and paid for by 5th November. Don't leave it too late.

We are approaching the windy season, so please make sure that your boats are really well tied down. Remember that last winter several boats were blown over even when reasonably secured.

There is pressure about to make the untidy males, me included, do something about the gent's changing room. We do tend to accumulate valuable antiques such as 1940s life jackets and bits and pieces that might come in useful one day. In order to make sure that we do not throw away anyone's prized possessions, we would ask you all to clearly label any personal items now. All items to be disposed of will be on display at the AGM. If not claimed they will be sold with proceeds to the RNLI. Anything remaining unsold will be scrapped.

And talking of AGMs, 8th December, please come along to choose a team to run the club next year. We would like to see some new faces. Please let us know if you could help.

As you know, I am standing down after four years and I would like to take this opportunity of saying a really big THANK YOU to the many people who have put in an enormous amount of effort for the club, both on and off the committee.

The many improvements to the club, the boats, the gardens, the fitting of a diesel engine for the rescue boat, sailing and social events, and much more have been the work of a large and enthusiastic team

See you all at the fireworks, the dinner, and the AGM.

Rodger

WORKING PARTY - 13Oct2001 Richard Cannon

Twelve members were at the Club working party on the hottest October day for 16 years; just shorts was the most comfortable attire. Many tasks were completed.

We had suspected that our 'pet' mink was still visiting the space above the lounge ceiling. While Keith Hatton was fitting some more mesh between the roof and the ground at the back of the club to bar entry points it was seen to run from under the club into the river; is anyone expert at eradicating mink?

Rodger Wheeler replaced the PIR on the patio to get the automatic exterior lighting working. Nigel Knowles bought a replacement strimmer and it was put to good use clearing stinging nettles etc in the trailer park before laying down additional carpet to smother the growth.

Keith bought a replacement vacuum cleaner that Madeline used it to good effect on the Clubhouse as well as giving everything a thorough clean.

Brian Clements cleared up and burned a lot of rubbish from around the back of the club. Brian and Richard treated the front lower woodwork to a coat of Timbadura. Laurie Bridges, Charles Dennis and Pat Halling prepared and painted the main windows frames; they were in very bad condition.

George Bray, Nigel, and others greatly improved the bank by cutting down the elderberry tree in the middle and some of the bank was strimmed.

Nigel Knowles installed a valve in the kitchen water heater circuit and it now works excellently.

Numerous other tasks were done; apologies to members who did these and who haven't been mentioned. Thanks to everyone who turned up and helped do essential improvement work to the Club.

NEWS OF MEMBERS - Joan Bray

Good Luck

A number of our junior members are off to university and we wish them all every success.

Welcome.

We welcome Joshua Garrett, a new junior member and wish him an enjoyable membership and many hours of happy sailing.

Farewell

Farewell to Don and Mary Watts who have retired from the club (due to ill health) after a long membership. We thank them for all their contribution in helping to run the club in the past.

AQUARIUS MURDER MYSTERY EVENING 6TH OCTOBER

So it was on Saturday evening at the club the scene was set for murder and intrigue. Nineteen suspects turned up to play out these dastardly deeds. The curtains were closed, the Bar, I'm pleased to say was open, the food laid out, chairs were placed appropriately in two groups. Everyone was asked to take their places.

With Characters decided, evidence information and rules were read the evening began. Murder on Misty Island was a story of loves lost and found, of Students meeting again after ten years on Misty Island now owned by Gertrude whose Uncle Henry had left it to her. Now there was no one on the Island except the Reunion of eight people all with their success stories and their failings much of which became apparent as the evening wore on. Yes there was murder much more I'm not prepared to talk about, needless to say we all had our reasons and motives but only one was guilty and of course was eventually rumbled. Some took notes others didn't, it mattered not in the end, we all had a good laugh.

Murder in Silver Screen City included 10 suspects with notable names such as Sue Spender and Losta Morals to name but two. The murder took place at Sound Stage 13 unlucky for one. All were gathered for a Firework party and during the loud bangs the ooohs and rrrrs a single shot was fired which killed, would you believe, Samuel O'Snuffit!.. Much laughter ensued as the suspects played out their characters.

We all stopped half way through for much needed refreshment, Continuing at 10pm to complete the games by 11pm. This game also had its success stories as well as its failures and of course good won over evil and the murderer was caught.

We all live to tell the tale, of good company, much laughter, and a wonderful evening, Thanks to all who turned up, to those who provided the eats and manned the bar, and perhaps to another fun evening some time in the future.

Janet and her partner in crime Bob

TOPPER RUDDER STOCK RECOVERED Richard Cannon

At the end of sailing on 1 July the Club Topper was being put away when the bolt to the rudder blade fell out and the rudder stock fell to the bottom of the river; somehow the nut had come off. Attempts to find it with a boathook failed. It is notoriously difficult to find anything dropped in the river.

On Wednesday Richard Cannon and Bryan Clements had another attempt at recovering it with Richard donning his wet gear with the intention of going into the river. There was going to be a problem because the water would come up to his neck and he was probably going to be too buoyant to be able to reach the bottom.

Just as Richard started to descend the ladder a cruiser pulled up; it was Richard's son Martin with some mates. There were distinct advantages getting Martin to do the searching; he was a vital few inches taller and less averse to cold water so didn't need to use any wet gear.

Martin agreed to help and after paddling around for a while, searching the bottom by feel with his bare feet, it was a big relief when he found the rudder stock. Richard was very glad he didn't have to go in the water and a new rudder stock is very expensive.



Hampton Sailing Club Regatta 2001, AQSC Entry					Race				
Class	Place	Helm	Crew	Boat	1	2	3	4	5
Enterprise		M Fletcher		E14505		6	4		
		Starters				8	7		
Graduate	1	R Wheeler	F Gloyn	Grad2406	1	1	1	3	2
	2	HSC junior	HSC junior	Grad2904	2	nf	nf	1	1
	3	M Stevans	R Britton	Grad2372				1	2
		Starters			2	2	3	3	3
Handicap	1	R Cannon	F Gloyn	ST368	2	1	2	1	1
	2	HSC		Solo76	1	2	1	3	
	3	B Clements		Grad2141	3	3	4	2	2
	4	J Graham		M2918		4		4	
	5	J Graham	K Hatton	M2918					3
	6	P Heath	HSC	K12 cruiser	4	5	5	6	4
	7	J Tomkins	M Tomkins	ST 367			3	5	
Laser					4	5	5	6	4
Merlin		K Hatton		L91412	2	nf	3		
		Starters			3		6		
Merlin		J Graham	C Graham	M2981	10		12		
		Starters			10		12		
	50	Starters in event							
		Small type for HSC entries				nf	= Did Not Finish		

CLUB IMPROVEMENTS Richard Cannon

There continue to be ongoing improvements to the Club. In particular Keith Hatton has done the following in addition to his bar duties. Smart new doors have been fitted to the bar, and an additional long work top has been fitted in the kitchen. The refrigerator in the kitchen was in a poor state and he obtained and fitted a replacement. The vacuum cleaner failed and has been replaced. He obtained and fitted a dish washer; dirty items should be put straight into it instead of being left on the sink drainer.

The Strimmer wouldn't start and Richard has tried to repair it, including a full strip down, but it still won't keep running. I suspect a carburettor problem as it will start but leans out soon after the throttle is opened, although I can't see anything wrong. Nigel Knowles has bought a replacement strimmer but if anyone thinks they might be able to get it going it would give us a spare.

HAMPTON SC REGATTA 23-24 JUNE 2001 - Richard Cannon

The weather forecast for the weekend was for the hottest days of the year to date but there was no mention of wind which usually means no wind. But there was a surprising good East wind by the time we were ready to leave and 5 boats sailed to HSC easily. Richard was helming the safety boat so his Signet was towed. Maggie Fitcher had trolley problems with her Enterprise and missed the first race.

We had very good support from new members with John and Caroline Graham racing their Merlin for the first time, it was only the second time Caroline had ever been in a sailing dinghy. Bob, and son Fin, Gloyd crewed for Richard and Rodger; it was the first time they had raced.

There were class starts for Merlins, Enterprises, GP14s, and due to low numbers the Lasers, Graduates and Handicap classes started together but each had their own results. Unfortunately two of our regular Graduate helms were away and Brian Clements didn't have a crew so raced in the handicap fleet; there were only 2 to 3 Graduates in their races. There were three upstream and three downstream marks with each class using a different pair of port marks.

By the time of the first race what had been a downstream beat when the course had been set had changed to a running start. Unfortunately the wind changed, soon after the start, to being much lighter and very variable with big holes. The race lasted about 105 minutes. Often boats came together in big groups going nowhere. An unexpected gust caught John and although his Merlin didn't capsize it took in so much water it practically sunk.

After lunch there was even less wind for the second race of the day. By the time we had finished our afternoon refresh-

ments the wind had changed back to a 5-10 knt Easterly and the boats made about 4 knts sailing back to AQSC; the best sail of the day.

Sunday started with practically no wind and the boats were towed to HSC except for Keith Hatton who did manage to sail there; fortunately the start was delayed for 30 minutes. Slightly shorter courses were set as there was even less wind than on Saturday. Cruisers had great difficulty navigating through a mass of 50 stationary boats spread across the river.

The best three out of the five races counted for prizes. After three races Rodger had 3 wins in the Club Graduate which was a big sweetener to Fin. By the end of race four Richard was tied with a Solo and ahead by the tie break; the Solo was unable to enter the last race as its helm was on race duty so Bob also went home with a glass.

After racing finished HSC junior members cooled off by jumping off the balcony rails into the river, we were cooled off by the splashing up to our balcony seats, except for Keith who decided to join them with a dive off the balcony rail.

Although there was lack of wind there was no lack of hospitality from HSC and we were kept fed with a continuous supply of delicious home prepared food for lunch and tea on both days. When we left, with most of our boats in tow, HSC members lined their balcony to give us a three cheers send off. Robert and John sailed back to Aquarius and surprisingly had the best sail of the day; they were the first back to the Club.

Considering the poor sailing conditions our new members did extremely well to persevere with all five races, especially young Fin.

HAMPTON SC REGATTA, A NEWCOMERS EXPERIENCE John and Caroline Graham

After deciding to enter the regatta at the weekend I needed a crew - all my friends declined my offers so the gauntlet fell to Caroline my wife, who had said she would crew as a last resort. So the scene was set. We were going to enter a sailing race - I who had never helmed a boat in a race before and had only crewed as a child, and my wife who had only been out once for 10 minutes, and all this was going to be in our Merlin Rocket that we had bought from Cowes a few weeks before.

On Saturday morning we met up with our fellow AQSC members and decided to sail down to HSC as I needed the practice. On arrival we were greeted by a large fleet, many of which were Merlins. They were a friendly bunch and enquired of our origin. Aquarius we proudly replied. Oh! we didn't know Aquarius sailed Merlins was the reply. They were about to find out how true that statement was.

Caroline and I were obviously a bit disturbed when we saw all the high tech rigging on the Merlin's especially when they upped spinneys in a blink of the eye, but it was still a great thrill to be among them.

At least until they sounded the start anyway. WE 'RE OFF I thought. hey! wait for us, come back and they did, lapped again. After we shipped a load of water, due to a rare gust, and all but sunk we managed to get back into race and finished a well deserved last.

Not deterred by the fact that the Merlin Fleet were organising a lynch mob, and my wife announced she that had some

studying to do, I put myself in the afternoon Handicap race, without a crew. Not much better.

Sunday Caroline returns, armed with our advice from the previous day were back racing the Merlins. THEY' RE OFF, hey we' re not last, we' re catching them up, look we' re overtaking them. Short lived the wind completely dies and our inexperience shows as the other boats read the light breezes and pass us. Frustrated we finish last again.

Caroline finds more studying to do so I'm in the Handicap, wind is up slightly and I've overtaken them all, I'm first, just this last buoy and back to the line. Horror of horrors I've gone downstream too far to the wrong buoy. Not last but not first.

Last race Keith volunteers to crew for me in the Handicap, he points out that my top batten is stuck and I can tell he's not impressed by the rigging. We take the lead, just as we attack around the last buoy the wind dies, we float downstream and watch the others catch up and overtake. I'm gutted.

I soon cheer up as the atmosphere back at the clubhouse was a breath of fresh air. Kids young and old diving in the river and friendly chats.

At the prize giving it was great to see Bob and Fin pick up pots - like myself and Caroline I am sure they learnt a great deal.

We would like to take this opportunity to thank all the members at Aquarius for making us feel so welcome.

BOAT COVERS - Richard Cannon

Unfortunately if you have a dinghy with wood decks covers need regular replacement. I have had my SigneT for 30 years so it has had a number of covers. Most have been black Polytarp. These are cheap but the plastic is hard and gets harder with age, they typically last for 5 to 6 years.

While at Hawkers I made a cover from translucent plastic reinforced with a large nylon mesh; the material was widely used around the factory and could be purchased very cheaply through the Company. Unfortunately it was poor at resisting UV and it didn't last as long as Polytarp.

Eleven years ago when my cover needed replacing again I considered alternatives. Canvas didn't appeal to me. I wasn't too keen on the detail and fit of some of the higher quality plastic covers I had seen. The construction of the Polytarp seemed very simple with just eyelets used to hold the aft corners to shape. I decided to make a cover of higher quality reinforced plastic using the Polytarp method of construction.

I bought the material by mail order after receiving samples. But when it arrived there was a glued seam down the middle; I wasn't too keen on this and decided it needed sewing as well. I had a light weight domestic sewing machine and managed to sew down the middle of the 4.5m x 2.5m plastic sheet.

Having found that I could sew the material I decided to do a proper job and make it with sewed seams. A major aspect of the task was measuring up to get a good fit even though I had the Polytarp cover as a pattern. It was also quite a long task sewing it up. The end result was an excellent cover that I was very pleased with. The cost was slightly higher than that for a Polytarp cover.

I found the side of the cover facing the river was deteriorating so a few years ago I berthed the boat the other way round to even out the effects of sun and wind. After 11 years the cover split along the boom so it was time for a replacement.

As I had been so satisfied with the last cover I decided to go for a home made cover again. This time I bought the materials from a local camping shop at Walton; CIT Camping (Costurn Industrial Textiles) at Hersham, so I could see what I was getting. They had similar material to the previous cover in a 1.5m and 2m widths. The cover needed 2.3m wide material at its widest and it was much easier to add a narrow strip over a short length at each side than do a seam down the middle.

I hadn't kept a detailed record of the dimensions so I had the long task measuring up again. I was able to get everything I needed such as turn buckles and eyelets from CIT. Sewing uses a lot of thread and buying domestic heavy duty thread in 30m reels is expensive. CIT do industrial sewing and I asked them for an end of bobbin; they sold me one for £2 and said it would last me a life time; It had a very short life as I ran out just at the end of the task! They also lent me an industrial eyeleting tool, free of charge, that made a far superior job than is normally possible.

The end result is another excellent cover, that I hope lasts as long as my last one, at a cost of £70; although it was a lot of work. I don't know if it was worth going to the effort of a sewing and hemming the material and simple eyeleted construction like the Polytarp covers may do nearly as well and with no hems 2m may be OK without extending the width.

This time I have recorded all the dimensions on a drawing package I have on the computer so another SigneT cover should be much quicker to make, especially if the Polytarp type of construction is used. If anyone wants a print of it let me know.

If anyone has other experiences of covers or other boating items, what to go for or what to avoid, could you consider an article for the newsletter.

KEEP YOUR DECKS DRY Richard Cannon

Boat covers tend to do a poor job of keeping the rear decks dry because they sag and rest on the wood trapping any moisture. Keith Hatton has found that stretching bungies from gunwale to gunwale over the boom keeps the cover off the decks.

I decided to try this but then wondered what to use as hooks over the gunwale. I thought some plastic tube with a slot cut out to slip over the gunwale might do and then I thought that a length of flexible tube might mean the bungies would not be needed; but what tube?

I asked Martin, my son, if he had any ideas and he came up trumps with 2m lengths of 22mm foam pipe insulation he found. This fitted over the gunwale easily and held the cover off the decks. I don't know how well it will work with extra weight on the cover from rain, or if the foam will tend to hold moisture but it is a very simple solution and it may do the job.

I am still looking out for some flexible 50 to 75mm diameter plastic pipe as I think it will probably be better.

SAILING SECRETARY REPORT

The sailing season started very badly with the high current preventing sailing for the first five week. Since then although the current has been low but the winds have been very poor except for September when we had good sails on 3 consecutive weekends.

Regular Wednesday afternoon training hasn't taken place because there has been little demand and the weather wasn't suitable.

I keep short notes on the conditions for each days sailing and they indicate how poor it has been; this is available on the web site under race results.

In contrast there has normally been good sailing when we have been away from the Club although both at the August Bewl event and at Signet Week there were some extremely squally conditions with 25-40 knot winds.

We were expecting problems with the new rowing club being sited so close to us but there have been fewer problems than usual. I am sure the meeting Rodger Wheeler organised between us, Hampton SC, Molesey Rowing Club and Hampton Grammar School Rowing Club helped.

ST WEEK 5-10 AUGUST 2001 - Richard Cannon

Signet Week was incorporated within the Pyfleet Week at Brightlingsea Sailing Club, up a creek off the River Colne Estuary; just West of Clacton, and in the shelter of Mersea Island. Pyfleet Week is the Clubs major Annual racing and sailing week and a big plus was having a camp site adjacent to the Club. There were 15 SigneTs to enjoy challenging sailing and super evening social events and food.

There was an extremely long slipway that enabled launching to take place at all states of the tide although there was practically no water at low tide. Racing normally started at the club with most of the marks being a long way apart in the Colne Estuary, it wasn't possible to see the next mark from the one just rounded. The actual courses were determined by the wind direction.

The sailing conditions were as different from what we have at Aquarius as you could get, Most sailing was in 10-15 knot and higher steady winds. There was up to 4 knots current varying greatly during the day and over different parts of the course. There was a lot of heavy rain.

The practice race on Sunday was held in excellent conditions with a 10-15 knot wind. After launching Richard found he had forgotten his buoyancy aid and had to run back to the tent to fetch it; the fleet had started by time he returned puffed out. Then the outhaul broke and after repairing it the fleet had disappeared. A safety boat was leading us round the course but Richard couldn't even see another Signet, let alone the safety boat or marks and he had little idea of where to go. After about 20 minutes he saw a group of Signets in the distance so took a short cut to them instead of a fruitless search for marks. Better to find out where the marks were and retire later. The race took 2 hours for 2 laps.

The first Championship race was another 2 lap race and very hard in a 15-20 knot WSW wind. After a poor start Richard was in the lead at the end of lap one. Near the end of lap 2, on the run to the finish, Richard didn't notice he was being caught and was overtaken by Chris Whiteside, and then Roy Melsom, in the last 100yds; after 2 hours only 2 seconds between the first 3 boats.

The weather forecast for Tuesday was for exceptionally strong winds for the time of the year!! But the morning race was very pleasant and easy in a 12-15 knot wind. We were surprised that the course was shortened to 1 lap at 50 minutes; Richard wasn't complaining as he was in the lead.

The afternoon race was very different with the wind increasing to 15-20 knots for the first lap and it was very exiting surfing down large waves. We appeared to have a shortened course at the end of the first lap, after only 40 minutes, but Richard didn't get a finish hoot, when he was sure he had crossed the line, so he turned round and continued racing; everyone else followed him. Sailing became extremely hard with the wind increasing to 25 knots. Towards the end of the second lap there was mayhem when a 40 knot squall came through (Force 8 at the starting box). Robert Britton, crewing for Richard, said he would like more sailing in similar conditions!!

There was almost no visibility in the torrential rain and it was practically impossible to make way to windward. After very nearly capsizing (lucky Robert moved very fast) at the start of the long broad reach to the finish line Richard took his main sail down, and noticed everyone around him was doing the same.

We found that the race had been shortened because they knew the squall was on its way; Richard had turned round less than a boat length from the line. There were many cap-sizes and a lot of damage; Chris Whiteside had his mast break into three pieces and a Brightlingsea One Design 18ft clinker built boat completely sunk.

Wednesday was a family day off for the SigneTs. For those racing it was another increasing wind day and the afternoon race was cancelled. In the evening there was a superb Cabaret put on by the various Classes; there were a lot of quips directed at the SigneTs. It was amazing what Anne Nicholson and Angela wild had managed to get the entire SigneT contingent to do; they were very well received.



Laurie and Keith amongst some of the cabaret team

The Thursday morning race was in complete contrast with the wind dropping to nothing and it was almost impossible to get round the marks against the current; The first 3 boats were Paul Nicholson, Richard and Roy with over 5 minutes between each boat.

The Thursday afternoon Crew invite race was delayed an hour while another squall went though. Robert was the first boat home in good conditions for a crews race.

Friday was cold but good sailing in a NW 10-15 knot wind. David Rothery's boat was badly damaged on Tuesday so Richard suggested Robert helmed with David as crew; they did very well to come 5th.

Richard crewed for Laurie Bridges and went for a cruise up river; they got into real trouble when they ran out of water and had to wade through knee deep mud. They tried to paddle to the other side to be able to sail on a beat to get back but couldn't make any way against the wind. Eventually Richard waded out pulling the boat until he was up to his neck in mud and water and there was great relief when Laurie managed to raise the sail and get going towing Richard through the water until Lawrie dragged him back in. They were just able to get back without having to tack.

Robert helmed for the last race of the week; the Friday afternoon single handed race in a 10-15 knot wind. He did well to come 5th in hard conditions for single handed sailing.

There was an excellent prize giving with Richard and Robert taking first place.

Our thanks to Brightlingsea SC for giving us an excellent Signet Week with very good sailing, socials and food. I am sure we will be back for a third time.

SUMMER REGATTA & JAZZ NIGHT AND BARBECUE - Mike Baker

Saturday - Weather-wise not a very nice day. Overcast, raining most of the time and little or no wind. Two races were scheduled. One in the morning and another after lunch. Both were drifters and not a lot of fun. Can't remember how many boats went out but it wasn't many.

Saturday Night - Following a miserable days sailing the evening made a pleasant break. Mike and Maggie got the pit going early, despite continuing rain, to ensure a plentiful supply of burgers and sausages while Diana and Madeline made sure that there were enough salad and spuds to go around. The Jazz band set up in the clubhouse and Keith worked overtime in the bar to stay on top of demand. It was well on the way to 1:00am before many of us left, which really reflects just how enjoyable the whole evening was.

AQSC WEB SITE - Richard Cannon

www.aquarius.sc.ukgateway.net

The web site and E-mail continues to be an additional channel of communication. It is the best source for the latest news, race results, duty lists and program; these are normally updated weekly if they change. The aim is that the Sunday's race results should be available by Monday.

Web versions of the last 6 issues of the newsletter are also available for reference if you want refer to something and can't find your copy.

About half the membership have access to E-mail and occasionally E-mail reminders of social events etc. are sent to them; if you do not wish to receive these please reply with REMOVE in the subject line.

If anyone with E-mail is not receiving the occasional AQSC message or anyone has problems with the website please let me know.

I highly recommend the free Google search bar available on magazine CDs. Entering kempton + fireworks instantly returned the website, Diana Carpenter's newsletter story and last years newsletter announcement as the first 3 entries.

THE ITALIAN JOB

My daughter Abby was born on American Independence Day. When we lived in California this was a big thing. She was always made a great fuss of by our American friends and colleagues. She's just a tad older now but she STILL likes to be made a fuss of.

So on 4 July Lyn and I took her to the new Italian restaurant called Al-forno, which has just opened on New Malden High Street. Fuss she got in abundance, well I guess that's the nature of Italian waiters. Al-forno has two other restaurants in Wimbledon and Putney. The decor is country bistro and the menu is varied (including a whole range of daily 'specials') and the wine is great.

If you like lingering over Italian food in an easy and relaxed atmosphere Al-forno is definitely worth a try. Watch out for the Head Waiter Caesar he's, what shall I say, a little flamboyant ! Bookings can be made on 0208 393 1459. Bon Appetite !

**Mike (Spaghetti & Spicy meat balls)
Baker**

Sunday - A much better sailing day with a good breeze.

Jane Chambers, Commodore of Hampton SC and her husband Phil arrived early in their Enterprise and stayed for the day. Three races, one in the morning followed by two in the afternoon. Eleven boats were out on the water. Jane and Phil won every race. Maggie Futcher won the ladies cup and Michael Stephens won the novice and the Regatta Trophy. He also captained 'Team A' which won the afternoon team race... Oh yes, and Richard capsized ! No, I don't know why, he just did. For some strange reason we still seemed to have a number of Easter Eggs hanging around, so they went as additional prizes.

17 July 2001 Series Result For Regatta 2001 At AQSC

M Stevens won Regatta, Novice & Team Trophies, M Futcher Ladies Cup.

Series places are for Regatta Trophy. Trophies given for BH results. Chambers are HSC

7 Races Scheduled	OOD	Cannon	Bray G	Bray G	Cannon	Cannon	Cannon	Bray G
3 for Series Sailed	AOD	Jerwood	Bray J	Bray J	Jerwood	Jerwood	Jerwood	Bray J
2 to Count for Series	Rescue	Jerwood	Bridges	Baker H	Jerwood	Jerwood	Jerwood	Baker H
	Notes	Troph y 1 W	Troph y 2	Troph y 3	Team W 0-2	Sprint 1 N 0-2	Sprint 2 Canc	Lady ice Nov
		0.5-2 ptchy	W1-2 pssp	W1-3 pssp	patchy wet	SSPo rS bit	alled wet no	W2-3
14 Points for not Sailing		J. Sprint	Z. Sprint	11	SSPo	vgst	wind	pssp
d = Discarded result								
o = Officer of the day								
a = Assistant officer								
r = Rescue								
Starters Date		07Jul	08Jul	08Jul	07Jul	07Jul	07Jul	08Jul

HELM BOAT	Races Duties	Race Number	Place	Points	01	05	07	R02	R03	R04	R06
Baker M	2 BH	5	8.00	d5	4	r4	9				
ST369	1 PH	8	10.00	d7	6	r4	9				
Bridges L	2 BH	7	11.00	7	r4	d7	6				5
ST856	1 PH	7	9.00	5	r4	d8	6				3
Cannon RC	2 BH	3	6.00	do4	3	3					0.75
ST368	1 PH	3	7.00	o4	3	d4					0.75
Chambers J	BH										2
	PH										4
Chambers P	2 BH	1	1.50		0.75	0.75					
E22659	0 PH	2	4.00		2	2					
Clements B	3 BH	9	15.00	6	9	d9	5	5			8
Grad2141	0 PH	9	13.00	6	7	d10	5	5			9
Clough R	2 BH	7	11.00		6	5					7
Grad2403	0 PH	1	1.50		0.75	0.75					2
Futchar M	2 BH	12	21.00		11	10					10
Ent14505	0 PH	13	22.00		11	11					10
Gloyn R	BH						7	6			
	PH						7	6			
Halling P	1 BH	11	19.00		5						
Las141818	0 PH	13	22.00		8						
Hatton K	1 BH	10	18.00	4			3	0.75			
Las91214	0 PH	11	18.00	4			4	0.75			
Rogers M	2 BH	12	21.00		10	11					11
GF6911	0 PH	12	19.00		10	9					11
Stevens M	3 BH	2	2.75	0.75	2	d5	2	2	3		3
Grad2372	0 PH	3	7.00	2	5	d2	2	3	3		8
Thompson C	3 BH	3	6.00	2	d7	4	0.75	3			4
Grad2530	0 PH	6	7.75	0.75	d9	7	0.75	2			7
Tomkins J	1 BH	14	22.00			8					9
ST367	0 PH	10	17.00			3					5
Wheeler R	3 BH	6	9.00	3	d8	6	4	4			6
Ent20247	0 PH	3	7.00	3	4	d6	3	4			6
zCancelled	BH									0	
	PH									0	

THANKS FROM OVER EASY & CO.

Lyn and I would like to take this opportunity to thank everybody at Aquarius for all the best wishes and flowers that that so many of you have sent to our home over the last few weeks. Lyn is recovering well from her initial operation at Epsom and has now started treatment at the Royal Marsden. Thank you all it's very much appreciated.

Mike & Lyn Baker

BEWL WATER VISIT 5-27 AUGUST 2001 - Richard Cannon

The weather forecast for the bank holiday was for it to be very hot and fine: unfortunately they were only partly right and some very wrong.

The trip down to Bewl was very wet but fortunately it dried up just before getting there. The rest of the day was fine with a 10 knot wind: excellent for relaxed cruising by Robert Britton, Ian & Michael Stevens, Richard Cannon and Barry Jones. The evening was spent at the George & Dragon having a very slow service meal. Sleeping was difficult because it was so hot.

Sunday was normal Bewl racing and all Aquarius boats and the Signet/Fleetwind Open Meeting were started with the slow handicap fleet. The day started rather overcast, light winds and hot; shorts and tee shirt seemed the ideal garb. But little did we know what we were in for, some of the most extreme opposite conditions I have experienced in a race. At first the wind was very light with Richard making a terrible start stuck in no wind and drifting onto the outer distance mark, while Laurie Bridges shot away leading the ST/FW/AQSC fleet.

Before long ominous looking clouds built up and a 20-25 knot squall came through. Then there was another spell of complete calm. We were then surrounded by thunder and lightning and it went as black as night and there was an even stronger squall with painful hailstones; it was very difficult to see the marks and extremely unpleasant in our summer clothes. All the ST/FW/AQSC fleet retired due to capsizing or fear of lightning except for Richard Cannon/Robert Britton in ST368 and Rodger Wheeler/Ian Powell in the AQSC Graduate. Very few of the Bewl boats finished.

There was a very depleted fleet for the afternoon race, with only 15 Bewl boats and 5 of ours racing, the wind was light throughout the race and there was some drizzle. After the race Rodger Wheeler went for a single handed cruise (no one wanted to crew) and then regretted it as he was well out in the middle when the wind dropped to nothing and there was another heavy downpour.

The evening was spent having a meal at the Brown Trout; much faster service than the previous evening although a steak had to be rejected.

Monday was a fine warm day with a steady NE 5-10 knot wind for the Bewl Autumn Regatta of short course racing. All boats started together for a handicap race, 1 to 2 laps of a triangular course, lasting 20 to 30 minutes. There were 3 races in the morning with each race starting as soon as all boats had finished and two after lunch. Nine of the 30 boats were associated with AQSC/ST/FW. Robert helmed Richard's Signet and did very well to come third in race 3 and overall was the leading Signet at 8th place.

Both AQSC and SCOA support was rather low but we were made extremely welcome. BVSC had a rescue duty no show on Sunday and we were delighted that Paul Nicholson was able to help them out in a safety boat. There must have been a low turn out for other bank holiday activities because the journey home was the best I have had; only 75 minutes to Aquarius SC.

Our thanks go to BVSC for an excellent visit and especially for accommodating us on Sunday as it wasn't a Bewl Open meeting day.

Series Result For Bewl 2001 Autumn Sunday AQSC and SCOA Combined Results

Points = Place
Retired = Race Starters + 1
Points for not Sailing = Series Starters + 3
Some Points have a letter prefix
d = Discarded result

AQSC & ST/FW Open Meeting

Place	Helm	Boat	Race Number	Races Points	01	02
1	Cannon RC	ST368	2	2	1	1
2	Wheeler R	Grad2406	2	6	2	4
3	Hatton K	ST858	2	12	10	2
4	Melsom R	ST761	2	13	10	3
5	Cross P	Cruz 328	2	15	10	5
6	Baynton D	FW405	1	22	10	
6	Baynton W	FW538	1	22	10	
6	Bridges L	ST856	1	22	10	
6	Jones B	Hawk1796	1	22	10	

29 August 2001

Series Result For Bewl 2001 Autumn Monday Race S1 is Bewl Series Place Ignoring Helm Swaps

Points = Place
Retired = Race Starters + 1
Points for not Sailing = Series Starters + 3
Some Points have a letter prefix
d = Discarded result

Short course races 30 starters

Place	Helm	Boat	Race Number	Races Points	01	02	03	04	05	S1
1	Britton R	ST368	5	29	10	d15	3	7	9	8
2	Melsom R	ST761	4	35	12	10	4	9		10
3	Baynton D	FW405	3	59	4	14	8			15
4	Hatton K	ST858	4	72	18	18	18		18	29
5	Wheeler R	Grad2406	5	82	25	20	17	d25	20	24
6	Bridges L	ST856	2	91	13	12				14
7	Jones B	Hawk1796	5	92	d28	24	22	22	24	26
8	Stevens M	ST856	2	97				15	16	
9	~Starters	Starters	5	100	d28	27	23	25	25	30
10	Gammon P	FW538	3	103	24	23	23			28
11	Nicholson E	ST761	1	120					21	

FIREWORKS PARTY SATURDAY 3 NOVEMBER

There is a large fireworks display at Kempton Park on 4th November complete with funfair and music for members to go to before coming to the club with some food for a party.

Tickets are £5 on the night or £4 in advance, children under 5 free. Richard Cannon can obtain advance tickets from certain shops local to him; this saves queuing for tickets apart from the cost saving.

The funfair and gates open at 5:30pm and the fireworks start at 7:45pm.

Richard lives only a short walk from Kempton Park and it is very convenient to park and meet at Richard's house at 7:00pm to walk up as a group; traffic jams and problems parking are avoided.

If you would like advance tickets or to meet at Richard's please ring him on 01932 786636 by 31 Oct. There is also an info line on 020 8387 8381, credit card line on 01932 252871(not always manned) and web site <http://www.kemptonfireworks.org.uk>.

SOCIAL CALENDAR

Dates For Your Diary

Saturday 3th November	Kempton Park Fireworks and bring your own food for a social at the Club afterwards. Contact Richard Cannon for tickets, 01932 786636 and meet at Richard's.
Saturday 24th November	Annual Dinner. Please book tickets early, numbers strictly limited. See menu choice and booking arrangements with this newsletter Last day for booking November 5th, subject to availability.
Saturday 8th December 8pm	AGM, prize giving, and end of season party.
2002	
Saturday 26th January 8pm	Trivia Pursuit Quiz
Saturday 23rd February 8pm	Aquarius Stakes Treasure Island
Saturday 30th March 8pm	Start of Season Party

AQUARIUS SAILING CLUB ANNUAL DINNER

Saturday 24th November 7:30 for 8:00

The annual dinner will be held in the Clubhouse:-
Dress: Smart/Smart casual
Price £23.00 includes:-
Reception drink at 7:30
Three course meal by Professional Caterers
Table wine
Coffee/Tea and mints
Candle light, soft music, and good company
Please refrain from smoking in the Clubhouse before and during the meal
Limited to 38 members on first come first served basis
This is a very popular dinner so earliest booking is advised;
5 November at the latest

To secure tickets please complete the included Dinner Menu entering:-
1. Menu selections ticked
2. Cheque payable to Aquarius SC (£23.00 per person)
3. Stamped addressed envelope for returning your tickets
Send to Madeline Hatton
145 Latchmere Lane
KINGSTON
Surrey KT2 5NX
Tel: 020 8546 9937

PLEASE ORDER BY 5th NOVEMBER

Any tickets not sold by then will be offered to guests of members. Please include a note if you wish to bring guests, they will be placed on a waiting list until 6th November when any remaining tickets will be allocated.

If anyone has items they would like to donate to the raffle would they please contact Keith Hatton. on 020 8546 9937.

IMPORTANT DATE FOR YOUR DIARY - Joan Bray

ANNUAL GENERAL MEETING, PRIZE GIVING and END OF SEASON PARTY SATURDAY 8TH DECEMBER 2001 at 8pm.

This is your opportunity to air your views, tell the committee whether they got it right or wrong, vote for the new season's officers and committee and put the club on track for 2002. As Rodger is standing down after four successful years, we will be electing a new Commodore so who do you wish to lead the club?.

All the committee try hard to provide an active and varied sailing and social programme and to make the club run smoothly, so if you have suggestions to improve the club why not join the committee.

The meeting normally lasts about an hour after which we hand over to Richard Cannon to explain just how he works out those handicaps and to hand out all the freshly polished silverware.

The rest of the evening is devoted to party time with mulled wine, mince pies and tasty morsels while you reminisce on the season past and make plans for the season to come.

Do make a date - it is an enjoyable and rewarding evening.

FOR SALE

Rapide Combi-Trailer (R150C) Suitable for 12ft.6in. 200lb Dinghy. Needs repair to buckled main longitudinal member. May be viewed at Aquarius Sailing Club Trailer Park. Price new = £500 including delivery. Will accept £180 J.Tomkins Tel. 020 8942 9432 E-mail "john@tomkinsj.fsnet.co.uk"

National 12 and trailer, spare main sail. Beautiful condition. £350 ONO Tom Lovering 01932 789553

Signet ST 377 - Significance - good condition. Harken centre main. Jib swivelling gear. New cut down genoa. 2 year old cover. Launch trolley and trailer. £480 or offers. Richard Thornhill Hampton Middlesex 0208-287-9869.