



AQUARIUS S.C.

THE MAIN SHEET

Summer 2003 Edition

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Commodores Report

My second newsletter already! Doesn't time fly when you're having fun? And it is fun. I don't think there's much point in being Commodore if it wasn't.

The first thing I would like to do is to wish both Peter Carpenter and Maggie Rogers all the best for swift recoveries. Pete's just had a triple heart by-pass and Maggie is currently undergoing Chemotherapy. It's also great to see Rodger Wheeler and John Tomkins looking a lot better after their recent problems. All the best also to Janet Edwards who has an Op coming up.

Since the last newsletter those well known contractors Bodgett & Son have been hard at work in the clubhouse. The intent being not only to carry out necessary repairs but to make our clubhouse a more friendly and comfortable place that hopefully people will want to come to and spend time in pleasant surroundings alongside the river. During the same period our safety boat has also been overhauled to ensure Swiss watch reliability for the 2003 season.

The clubs internal and external social events got underway with a remarkable start of season party at which Pat (Strad) Halling entertained an audience with a virtuoso violin recital. The applause at the end said it all! The clubs quiz nights continue to be popular, with some, providing a few unexpected twists.

Thanks to Bryan for his work on the patio area. The new fencing looks great and blends in with the rest of the clubhouse. Thanks also to Richard for his repairs to the club Pico rudder, not the easiest of jobs.

AQSC now has a Health & Safety Plan, copies of which can be found in the clubhouse and on the website.

Our annual open weekend went well due to the hard work of all involved and despite the weather. Our team did well in the mid Thames Trophy at Hampton SC, coming second overall.

I think the best way to describe participation in Sunday racing is disappointing. Richard goes to great pains to organize the Spring, Summer and Autumn series. It's well publicized and organised but the turn out is poor. We have some 50 or 60 boats registered at AQSC but if we get six on the water on Sundays we are doing well. Why I ask myself? That's not a rhetorical question; I would really like to know. It can't all be down to the weather.

Our next milestone will be the clubs annual regatta (28-29 June), combining on the Saturday, a SigneT open meeting and the jazz night and barbecue. You will find further info on this elsewhere in this newsletter and so that we can determine catering requirements I would ask you to fill in the ticket request and return it to Diana a.s.a.p. and certainly no later than Wednesday 25 June.

Well that's about it. I'll leave you to browse through the rest of this issue. Thanks to Keith Hatton and Pat Irving for their contributions. At least I've got something to read this time!

**Mike (The Commodore but still Over Easy)
Baker**

WELCOME - Joan Bray

A warm welcome to the following new members :-
Mike Channon & Emily McIvor
Keith Poncia
Ann Steer

May you enjoy many happy hours at 'Sunnyside'.

Sailing Report - Richard Cannon

Unusually, generally we have had good sailing conditions. There has been very little current and we have had a number of excellent days.

Unfortunately there have not been many boats sailing. We are suffering from aging with older members less fit and active, and young members having a new life style starting work or college and doing less sailing.

There have been a number of very windy days and Pat Halling has had two capsizes when previously he has only capsized twice in the last 10 years.

Sunday 8 May was one of our very windy, fluky and gusty days when we had 8 boats sailing but a high attrition rate. Mike Baker and Nigel Knowles retired with head injuries after being bashed with their booms and four other boats capsized.

For those who haven't been sailing brush off the cobwebs and come and enjoy the good sailing conditions.

LOST

Barry Jones urgently requires information regarding his missing Skipper road trailer which has recently 'vanished' from the AQSC trailer park. It's a T trailer with black mudguards, twin rollers, short mast support and is marked 'JONES' and 'SKIPPER'.

Safety Boat gets its Annual Service

I took Aquarius SC down to Tim Barfield's on 10 March for its annual engine service. Just oil and filter changes and a general check over but very important in terms of protecting the club's investment. That engine was singularly the most expensive item that AQSC has ever purchased.

The upside however is that the 10hp Yanmar diesel has already begun to pay for itself. Our annual fuel bill is now less than a quarter of the cost two years ago and the reliability of the new engine cannot realistically be compared with the old Stuart Turner.

Apart from one incident last year when the engine automatically turned itself off when it sensed an overheat situation occurring we have had no problems with it whatsoever. The overheating problem turned out to be a blocked inlet filter. Not an engine problem at all.

The Yanmar is easy to control and highly responsive. It has a turn of speed just over 'street legal' but is equally at home just ticking over.

While Aquarius SC was down at Tim's the prop cage was modified to allow the rudder to be lifted of the transom pintles. The inability to be able to do this proved to be a bit of an embarrassment last year, but all's well now.

Now all that's needed is to jet wash the boat and get it painted. Anyone needing to get checked out on the safety boat should talk to Richard Cannon who will be pleased to bring you up to speed.

For me the best part was taking Aquarius SC down to Tim's very early in the morning. It was freezing cold but with a warm sun rising. There was a slight mist on the water and as I got down just below Hampton SC no less than six swans came low over the river ahead of me and landed on the water either side of the boat. Why is it you never have a camera on you when you need one!

Mike (learning to love diesels) Baker

The Commodores Quiz Night 26 April 2003 - Pat Irving

Everyone who came to the quiz night had a great time, good food and good company. Mike 'Over Easy' Baker provided some far from easy entertainment, ably assisted by Lyn as scorer in chief.

There were 4 teams competing for the new Aquarius Sailing Club Quiz Trophy - a handsome yacht on a plinth carved by Keith Hatton.

It wasn't a case of just a lot of wizzy questions - there was an infernal machine called 'Password', where one clever-clogs had to describe the word to other members of the team against a timer. There was a vicious wooden puzzle called 'Katapino' which bedeviled nearly all of us, whilst others struggled with crosswords.

After excellent refreshments came the quiz proper and even that had a different format. When Lyn added up the scores the trophy was collected by Graham Thompson on behalf of team B. It was a really good evening's fun.

Start of Season Party

The morning of 29 March was a hive of activity down at AQSC as management committee members got the clubhouse ready for the evening party aimed at kicking off the 2003 sailing season. I'm afraid that resulting from Bodgett & Son working on the bar area during the preceding week the clubhouse was, how shall I put it? in a bit of a mess. However, very rapidly under Diana's direction all was put to rights and the element of the contractors who had not gone to Padstow was warned not to mess it up again! Many thanks to Laurie, Bryan, George, Joan G, Diana, Peter, Richard, Roger, Linda, Keith, Eric and anyone I've overlooked.

By 7:15pm people started arriving and at 7:30pm I took the safety boat across the river to pick up the 'Surrey' contingent. By the time I got back the bar was in full swing and the girls had started laying out supper.

We had planned something a bit different for this year's party. We have some very talented people at AQSC, and I'm not just talking about sailing. This year we managed to persuade Pat Halling to come over and provide the entertainment. Now whether you know it or not Pat is a very gifted violinist. In the recent past he has been concertmaster for such people as John Williams, John Cameron, Nelson Riddle and Maurice Jarre. He has also played for such legendary figures as The Beatles, Tom Jones, Scott Walker, Errol Brown, Shirley Bassey, Barry Manilow and Steve Coogan.

Pat played a number of pieces to a backing track. These included the first movement from Vivaldi's Four Seasons, some Bach and some musical 'snippets' from around the world. All the totally rapt audience had to do was guess the countries ... not as easy as you may think. Pat ended after forty-five minutes or so to rapturous applause.

The experience of listening to live music at close quarters, to be able to watch the instrument being played in such detail was obviously appreciated by the fifty or so members and guests who crowded into the clubhouse. Pat was thanked for his performance and presented with a bottle of one of his favourite wines.



Following Pat's performance supper was served and all that could be heard was a lot of happy munching and lively conversation. It was a great evening.

One thing often leads to another. During supper I was introduced to a guest who turned out to be a professional concert pianist and his wife who is an opera singer! Do I feel another possible musical evening coming on ... I think I do! Once again, thanks Pat ... outstanding! Also, many thanks to all the girls who prepared the supper it was great.

Not all help of course is direct. How many of you notice the dozen or so new cushions that Joan Bray had made and were used for the first time at the start of season party. Works of art ... each one piped and zipped and set over a foam liner exactly cut to size. If you think those are easy to do just try making one, let alone fourteen! Thanks Joan, they are a handsome addition to our club room and make those rattan chairs so much more comfortable to sit in. Now about my tatty old computer chair, that I sit on to write all these articles ... Creep! Creep! Crawl! Crawl!

Mike (must get the old guitar out again) Baker

Mid Thames Trophy 3May03

Richard Cannon

The Mid Thames Trophy is an inter club event between Aquarius (AQSC), Desborough (DSC), Hampton (HSC), Littleton (LSC) and Staines (SSC) sailing clubs. This year it was a very short short trip for us as it was hosted by Hampton SC.

The weather forecast for the event was terrible with a good chance of rain and winds up to 30 knts; fortunately it remained dry and the SW wind was only up to 20knts; although very gusty and fluky we had a good sail.

Most of us decided to play safe and elected to be towed to Hampton by the safety boat. We took 6 boats but it was too windy to risk sailing single handed so only 5 boats raced.

With an entry of 21 plus some Hampton SC juniors having their own event it was crowded and very exiting sailing.

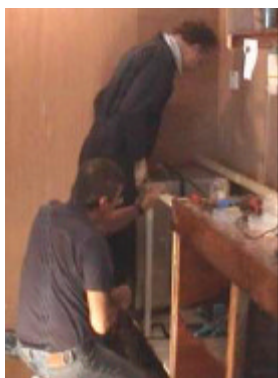
In the second race the goose neck came out of the boom of Richard Cannon's Signet and fell on to the foredeck; Liz Archer did well to recover it when it was only 50mm from the edge.

Charles Dennis was using a Radial rig on his Laser for the first time to avoid capsizing but he still managed a capsize and in the last race he had a disaster when the mast broke. There were many capsizes throughout the fleets.

In each race the first 4 boats from each club counted towards the Trophy and there were individual prizes for the top 6 helms. A Graduate from Littleton SC did very well to win the first two races and Richard won the last race. Again the host club won the Trophy and AQSC came 2nd (for the third time).

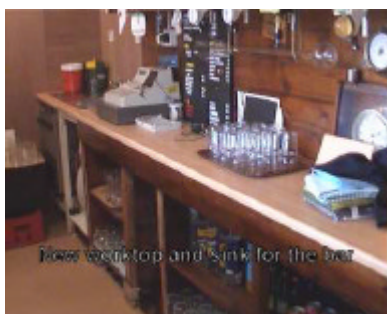
Many thanks to all our helm and crew for helping us get a good result and to Hampton SC for organising an excellent event and feeding us very well.

Mid Thames Trophy Results							
Club	Boats	Helm	Crew	R1	R2	R3	Place
AQSC	5						14
	Bos1777	G Thompson	J Neale	13	11	11	5
	Grad2372	M Stevens	R Britton	-	13	10	15
	Grad2401	R Wheeler	B Clements	4	9	5	6
	Las112526	C Dennis		15	14	Rtd	18
	ST368	R Cannon	L Archer	8	Rtd	1	5
DSC	5						3
HSC	9						1
LSC	1						4
SSC	1						5



Spanners and Chisels working in the bar

The new bar worktop



Its not just boats that rot!

You may have noticed more than the average amount of DIY going on at the club recently. This is because in several places the floor was, how shall I put it Giving way! You will also have noted the increasing tendency of our microwaves to trip out the electrics, plunging the clubhouse into darkness at inopportune (word for today!) times.

Well, your Management Committee had also noticed these inconveniences, decided enough was enough and called in Bodgett & Son. When Bodgett & Son a.k.a Nigel 'Spanners' Knowles and Mike 'Chisels' Baker ripped up the kitchen floor we discovered that the sink waste pipe ended abruptly four feet in front of the unit and deposited the waste water into the ground. The same pipe was also the outflow from the dish washer. The result was very black, wet, rotten floor joists and one hell of a pong! Everything has now been replaced and a new floor laid. The waste pipe was also renewed and re-routed, so hopefully "Tasty Morsels" won't vanish through the floor while preparing the next annual dinner.

Bodgett & Son then moved on to the bar area, which was next in line for a make-over. Before you could order a pint, 'Spanners' had the sink ripped out along with old water heater, glass washer and our monster antique safe. Some rather stubborn brickwork rapidly followed and again the floor at that end of the bar was renewed.

The end wall was then paneled and a sink unit carcass installed in line with the existing rear bar. A new work surface was then put in covering the whole rear bar from the freezer to the new wall panel. Into this, over the carcass unit, a stainless steel sink unit was set in together with taps and drains. Under the sink a new water heater was mounted alongside the glass washer. The new under sink plumbing looked like an explosion in a spaghetti factory but 'Spanners' seemed to know what he was doing and, short of a reversed inlet valve and the odd leak or two, it all worked perfectly. During this period Bodgett & Son took on an apprentice by the name of Richard Cannon and the contractors name was temporarily changed to Bodgett.com.

Meanwhile, outside, Bryan Clements was also beaver away painting the safety boat which is beginning to look very spiffy.

At this point 'Spanners' went on strike explaining that in view of Anne's impending birthday they were off to the west country to sample the delights of Rick Stein's at Padstow. A likely story! I think he was so surprised that everything worked he had to take a few days off to recover.

Come the day of the start of season party and our bar manager Mike (make mine a double) Rogers was obviously very impressed with all the alterations because he seemed to spend a lot of time staring around the bar. Only later did I find out that was because he couldn't find anything!

After the start of season festivities Bodgett & Son moved back into the clubhouse and soon had reduced it back to looking like a builders yard. New shelving for the glasses completed the end of the bar. A new laminate floor was then laid (great fun that bit). The roof beams were then paneled in and down lighters installed.

So, as they say, "apologies for any inconvenience" but the above was very necessary and to be fair was mostly done pre-season. Many thanks to everybody involved especially Nigel ... great job guys!

The only outstanding jobs now are to put in a new consumer unit and run a ring main into the kitchen area and then take out the skylight in the kitchen, re-make the roof and felt it over on the outside. That should solve the leak problem that has plagued us for some time. Next year maybe we'll think about a new shower!

Mike (Chisels) Baker

Meeting of The Association of Thames Valley Sailing Clubs 29 May 2003

The Spring meeting of the above was held at Datchet Water SC. Both Richard and I attended. The agenda covered club development, and river sailing and safety during winter conditions. The Commodores of Frensham Pond SC and Papercourt SC both gave presentations on their respective clubs development aims and how they are implementing them. Interesting stuff involving large clubs (circa 1200-1300 membership each) and even larger budgets (circa £375k). Both are class driven clubs with preferred dinghy lists. Both have national and international aspirations and run Sailability programmes. Both have strong youth membership and high percentages of female sailors. The use of e-mail for info and newsletters figured strongly as did the diverse use of websites for such things as crew, novice, duty, results and sales registers.

On the subject of water safety there was quite a diversity of opinion as to who had the final say over canceling racing in 'un-safe' conditions. At the large reservoir clubs it seemed to rest with the chief safety boat coxswain, based on his ability to cover the water with the ribs and drivers available to him. Frensham and Papercourt both left it to their Officer of the Day (OOD). Some of the Thames based clubs observe the lock keepers 'Red Board' system. It really came down to individual clubs duty of care for its members and how it exercises this. Even the RYA doesn't have a definitive view on this subject.

The ATVSC provides a useful forum for local clubs to exchange information and ideas and Aquarius Flag Officers will continue to attend these meetings on your behalf.

Mike (The Commodore) Baker

Visit to Painshill Park (31 May)

Painshill Park is located just off the A3 at Cobham. The original park, now under extensive restoration, was the vision of the Hon. Charles Hamilton, English gentleman. Between 1738 and 1773. He took a barren heath land setting and transformed it into a sequence of subtle, surprising vistas, inspired by his appreciation of great Renaissance artists. He influenced English landscapes for generations to come.

Eight of us went to Painshill including Diana Carpenter, George Bray, Pat Irving, Keith & Madeline Hatton, Mike & Lyn Baker and Lyn's friend Wendy. We met at 12:30am and immediately got stuck into a picnic. Smoked salmon, Buck's Fizz and Strawberries later, I didn't feel like walking too far. However, Diana had booked us a guide so we had to get moving.

As you stroll from scene to scene, you never know what to expect; from vineyard (everyone's getting into English wine) to evergreen amphitheatre to Gothic Temple; from crystal grotto (worth going just for this) to Turkish Tent (very strange); from Wild Wood to Alpine meadow; from ruined Abbey's to Water Wheels and Folly Towers. I'm not into gardening but you have to stare in awe at some of the tree's in Painshill, some incredibly tall, others very old and all as available to Hamilton, mostly from the America's, in the Eighteenth century.

The afternoon ended in the restaurant, well you've got to feed the inner thingy! If you've got a spare afternoon I would urge you to pop along to Painshill and take a look for yourselves. It's time well spent, and this from someone who couldn't tell a perennial from a weed.

Mike (Thinking of building a folly) Baker

AQSC Annual Open Weekend.

Our open weekend was held over the weekend of 17-18 May. The weather wasn't ideal. It was generally grey, overcast, wet and very windy. Saturday also coincided with the FA Cup Final and Sunday the Austrian F1 Grand Prix, so we were in august company.

Richard tells me that on Saturday some twenty-one club members came down to the club. Now given that Richard is Treasurer to a number of organizations and also handles the complexities of our race results, if he said it was twenty-one I'm not going to argue with him. Shame we only had five or six visitors that day.

We had two Bosun's and a GP14 on the water and they proved ideal for the conditions. Those visitors that did go out had a good sail. Later the weather deteriorated and much of the afternoon was spent in the clubhouse watching the match.

If anything the weather on Sunday was worse than Saturday, certainly it was windier. Some twelve or thirteen visitors came to the club. The two Bosun's were kept busy and, at one point, were helped out by a lone Signet. Also out, but not for the visitors, were a Laser and the Pico. We must now wait to see if all our efforts result in actual membership applications.

Many thanks to everyone who spent the best part of their weekend at the club, it was really appreciated.

My weekend was made when I brought a young oriental girl back to the landing stage. She tumbled out of Over Easy looking very excited, if not a little nervous (well, it was very windy out there). She turned out to be an exchange student from China who had never seen a dinghy before let alone ever been in one! I took a photo of her sitting on the boat. I'm going to send it to her so that she can take it back to China to show her family. I wonder how 'Over Easy' translates into Chinese?

Mike (Sampan) Baker



Hampton Regatta 14-15 June 2003 - Richard Cannon

On Saturday the weather was perfect; hot and sunny with a 8-12 knt E wind. A bit shifty but very good by river standards. There were no Hampton boats in the Handicap class and only Bryan Clements in his Graduate and Richard Cannon with Liz Archer in his Signet from AQSC. John Tomkins came as support.

In the morning race Bryan capsized leaving Richard with no competition. For the afternoon race Bryan decided to play safe and started with his jib well furled but that gave a big drop in performance so he unfurled it and just avoided being lapped by Richard.

On Sunday we were joined by Keith Hatton and Charles Dennis in Lasers and John Tomkins took his Signet. The weather forecast map showed zero wind and most of the time it wasn't much more than this and from all directions.

One Hampton boat joined the handicap class races and Richard won the first 2 races to clinch first place. Although they couldn't supply the wind of Saturday we were made very welcome and had a first class spread of food to help give us a very enjoyable outing.

No Sailing = A lesson in history, well that's the theory

Sunday 22nd October 2000, 11am - Keith Hatton

Well, we couldn't sail could we, the flag at the top of the flag pole was hanging limp and lifeless and although we didn't have the benefit of Mike (Over Easy's) flag as a wind vane, we assumed that the howler that arrived a day late wasn't going to come today. And hadn't it rained a lot as well the week before, old father Thames was telling us just that with the water flowing fast and murky past the sailing club.

Had the weather been like last week we could have spent a few hours on the top deck sipping a few glasses of wine. Joan G can instruct on that quite well, and we all go for those lessons in a big way when we can, thanks again Nigel for the opportunity to partake in a few beviess and enjoy the view on your top deck at the same time.

It was suggested that the rescue boat could tow us up to Molesey lock and then we could have a race to see which boat could float the fastest back down to the club. But that idea was scrubbed as we could possibly be reported to the Society For The Protection of Cruelty to Rescue Boats, or even worse have to buy a new engine.!

So leaving my sailing bag down at the club, wasn't I ever the optimist? Madeline and I decided to take a walk back in history and visit Hampton Court Palace, of which Madeline had only seen the gardens and I was a young lad of around twenty when I last went inside the palace. Parking our car on Hampton Court green we walked into the Palace grounds and purchased our tickets, not cheap, but we agreed well worth it at the end of the day. Pass the two guardians at the moat entrance and into the main courtyard where we found directions are to all the different sections of the palace, and if you turn around while you are here you can see the magnificent astronomical clock designed by Henry the viii, high up on the wall, best seen in the sunlight in its gilt finish.

You have the choice of having a guided tour, and today the guides were dressed in the costume of the day, circa 1549, or of using a compact disc unit which gives you a running commentary as you visit the various parts of the palace. This you can stop and start at any time, which puts you in control of the pace of your visit, and this is what we went for. You do feel a bit of a fool for a little while with this thing slung round your neck like a handbag, and a pair of headphones on but it soon goes when you see half the other people attired just the same. There are buttons which you can press for the different parts of the palace and also for additional descriptions of various events that took place in those times.

Having set up the machines we decided to take a look at the kitchens first and the first room that you go into has a model of the complete kitchen and dining complex, and what a size it is, when you look at the vastness of Hampton Court you come to realize the staff that was needed to run such a place, and the organization that was required just to feed them all from Henry himself to the cooks and bottle washers. I thought British Aerospace was overdoing it with all the different levels of restaurants and canteens, but even back in Henry's day they ate in different rooms according to your place in the social ladder. And even then they had to have two sittings for the kitchen staff so they could keep the supply of food coming all day.

Want to see a real BIG FIRE!. Then come into the kitchens, this was probably the best place in the winter when it was really cold. A really huge fire was alight, with half an Oak tree on it, the only thing missing was the three boys who's duty it was to continuously turn the spits with the complete carcass of deer, sheep or pig on them. The cooks were busy baking pies and making soup for the staff on duty, again dressed in period costume. As we all know Henry was a big man who really liked his food so the kitchens were really important, and it is not surprising that so much attention was paid to this department.

From here we passed on to the Main Entrance and staircase, where all the royal dignitaries would be brought. This was a really magnificent place with no expense spared, to really exemplify the wealth and standing of the country to all who came to the court of Henry. Its walls are decorated with scenes of battles of the past and of weaponry of the time. To even get an audience with Henry would have meant that you were a really important person, but even then this could mean a long wait and no chance of sitting down as the only chair was for Henry himself. This was on a raised dais, so he was at all times above everybody else, but before you even got to him there were two rooms, so that his personal staff could sort the wheat from the chaff. The walls of these rooms and many others like them in the palace are decorated with beautiful tapestries depicting famous battles and scenes from the past, most of these were made in Europe and took many thousands of hours to make.

Henry needed a way of escaping from the many who wanted to see him, so his private apartments were not far away from here, and surprise, surprise his private apartments were in the basement right under the noses of all the dignitaries that wanted to see him. These apartments are a lot finer furnished and more spacious than many of today's modern houses, the craftsmanship of the day was really superb, and Henry had the money to pay for the finest of that period. One letter on display states that even in those days his version of MI5 was costing him over 5,000 pounds a year to fund in espionage and spying, a fantastic amount of money in those days.

From Henry's apartments we went on to visit the Grand Hall of Henry the VIII, a magnificent hall with a hammer styled roof and some beautiful stained glass windows, here there would be dances and formal gatherings.

As it was getting late and the last of the sun's rays were still shinning on the garden we decided to leave the house and spend some time looking at the restored privy gardens which overlook the Thames. These gardens have been restored to their former glory, and although only some five years old they still are a wonderful example of this type of geometric landscaping. We went on to see the Hampton vine which is a real monster of a vine, guess who's got a cutting of this famous vine growing in his garden, via a friend in the know.

Feeling rather weary we decided to call it a day and go back to the club for my bag and then on home for a nice cup of tea, it was an unexpected trip but very interesting and a good way to spend the day when one can't sail.

Its amazing that the most interesting places that are on one's doorstep we tend to overlook, so if you have got a day to spare take a look at Hampton Court, and we're sure that you'll have a great day.

Away Weekend at Bewl Water 24-26 June 2003

I don't think anybody went down to Bewl on Saturday. ST368 and 369 both arrived on Sunday morning and wasted no time in getting afloat. This year Bewl Water S.C. have introduced a day sailing rate of £12 for a two hander dinghies, which considering the size of the water (900 acres) and quality of the club facilities is not bad. Neither SigneT entered the racing, both spent the day cruising. Richard took Pat Irving out and Keith Hatton and I alternated single handing and sailing together.

The weather was pretty good, force 3, gusting 4. In the early afternoon the sky blackened, hail started pelting down and a force 5 squall came through. Over Easy came up on the plane and flew. Unfortunately the wind dropped as soon as it started but for a few minutes it was great sailing. We left when the Beachmaster closed the water at six o'clock. Richard stayed overnight and raced on Monday. I understand he was joined by the Courtney's, Liz and Graham Thompson with his Bosun. Richard also picked up first place in the All Comers fleet, nice one mate !

Mike (Over Easy) Baker

Monday

On Monday Graham Thompson arrived very early with his Bosun. Then Margaret Jones brought Barry for her first visit to Bewl. Later Liz Archer arrived also for her first visit followed by Phil Courtney and Anne, and Gorden, Joan and David Courtney.

The Bewl Spring Regatta was the usual handicap racing with the Bewl Champions start followed by the rest in the All Comers start; you might think that would be very hairy with a club the size of Bewl but there were only 19 entrants.

For the morning race Graham took Barry as crew and Richard took Margaret. The 11:00 start was postponed an hour because there was no wind and only 5 knts was forecast. Fortunately as we started a 10 knts wind filled in and we had a very pleasant race of 2 laps round a simple triangular course; there were many large wind shifts.

While we had lunch Graham gave his Bosun to Phil, Gorden and Liz to have a sail.

The two afternoon races were held back to back with Liz crewing for Richard and David crewing for Graham. The wind had increased a bit and by the end we even had a few gentle planes although it was warm enough to sail in shorts and tee shirt. After the end of racing Liz wanted to explore the reservoir so they had a very pleasant cruise to the end of Bewl Straight lasting an hour.

Richard was very surprised to find that he had won the first two races and it was the icing on the cake for Margaret and Liz to get glassware on their first Bewl visit.

Although we had few boats this year once again Bewl has given us some excellent sailing

Richard Cannon



Rotten roof beam

Bryan fitting the new panel

Easter Egg Trophy 20Apr2003 Richard Cannon

The force 2 to 3 gusting 4 NEE wind gave excellent sailing for the Easter Egg races. Due to the cold conditions the races were short and the after noon races were run back to back to help give time for evaluation of the results for prize giving.

We were delighted to see Malcolm Edwards, our commodore from the early 90s who now lives in Australia, and Allan Tolfree who lives in Gosport. We also had a visit from a Hawker friend Roy Melsom.

The afternoon races were full of incidences. Before the start Keith Hatton capsized the Laser and then was dumped right in when it went over the other way during the recovery. Tony and Barbara Allen retired after their goose neck broke. Malcolm probably regrets borrowing a Laser because the toe strap broke tipping him in in his normal clothes; rather colder than Australia.

By the third race it was a bit windier. The water level was a bit low and before the start Richard Cannon went aground at the far side and only just managed to get away from the bank before the start. At the top gybe mark Richard manage get his arm in the way of the boom as it came over which left an extremely painful bruise.

Near the first mark Keith Hatton was dragged through the water when there was a negative gust and by the time he had recovered he was jammed between a cruiser and it's mooring post. Near the same place on the next lap he was hit by a strong positive gust and he accelerated well out of control, unfortunately a narrow boat was approaching and, although it went full astern, it collided with Keith as he managed to tack away from the bank and Keith got tangled up with it's bow; fortunately there wasn't any damage.

On the last lap Richard had the boom pull off goose neck of his Signet and when a sudden very strong gust hit them while on the run he and Anita Gregg capsized without knowing what had happened; they fully submerged and neither were wearing waterproof gear. Richard couldn't right the Signet and Keith dumped his Laser and swum over to help. Only two boats finished the race.

Somehow Pat Halling manage to fall in off the Laser while it was moored at the bank.

Unusually in all races there were identical results for personal and boat handicap. Graham Thompson was the winner with 3 different crew (Rodger Wheeler, Anita Gregg and Joan Courtney) and Richard was 2nd with Liz Archer and Anita Gregg as crew; it was certainly a day when a crew was needed. Roy presented the Easter Egg prizes for Richard.

Kitchen Skylight Removed Richard Cannon

At the end of the winter it was noticed that rain was leaking into the kitchen from the skylight. As it was serving little purpose and had given trouble in the past it was decided to replace the skylight with a plywood panel.

Brian Clements found that most of a 75mm x 50mm beam had rotted away and needed replacing making it a bigger task than expected.

Richard was in the process of replacing the roof on his garage so had the materials and gas torch to cover the ply panel to the same standard as when the roof was recovered.

The roof looks in excellent condition and we hope for many trouble free years. It is 9 years since the East end was replaced and the West end was done 3 years ago.

Health and Safety

Every year sailing clubs are inundated with paperwork from official bodies. Recently Health & Safety has been occupying many organizations thinking. This topic featured as an agenda item at the Commodores Conference during this years RYA Sailboat and Windsurf Show at Alexander Palace.

It is rapidly becoming almost a legal requirement. You will know doubt therefore be reassured to know that AQSC now has such a document which is available to read in the clubhouse and on the clubs website.

Work started on this back in late 2002 and it went through no less than five drafts before the management committee felt that we had achieved the right balance for us.

So what's H&S all about? Well you may already have come into contact with it via your own place of work. Most companies now have such a procedure. At its most basic it is a method utilizing risk assessment to ensure that all reasonable steps are taken to protect the health and safety of all those who come into contact with AQSC's activities and premises. It is also the way in which AQSC ensures that it complies with The Health and Safety at Work Act 1974 and current Food Safety and Hygiene Regulations.

Our H&S plan is broken down into four parts. All of which serve as Appendix 1 to our existing General Rules and Bye Laws.

The first part is a statement of intent describing the organization, responsibilities and arrangements for carrying out the policy.

The second part is comprised of risk assessment guidance notes. Put simply, how to carry out a risk assessment.

The third part is the risk assessment form itself which is used in the identification of hazards, determination of whom is at risk, the evaluation of the risk (including severity and probability) and the current or required measures to mitigate the risk.

The forth part is the risk assessment register which is an ongoing record of decisions, actions and completions. More importantly it, and the other paperwork, is a written record of the measures the AQSC Management Committee takes to ensure that everything that can be done is done, to safeguard the membership while it utilizes the club facilities.

The importance of these records should not be under estimated. An example ... when we apply for a bar license the local magistrates conduct a number of checks. In the past one of these has entailed visit from the local police. What was the first thing that they wanted to see? The visitor's book. Which is why I'm always banging on about signing in guests? A blank book is a sure sign we are not taking H&S seriously.

If you think this is a bit OTT I would draw your attention to what happened to a Kingston sailing club a couple of years ago. Basically the local council, who were responsible for checking Food Safety and Hygiene conformity, closed it on the spot because of the state of its kitchens. It was several months before it reopened. Thankfully we passed our last inspection with flying colors but you can never take these things for granted. Another reason, although not the only one, for the refurbishment work that has been going on recently in out club kitchen and bar areas.

If you would like to know more about the H&S plan and how it works please feel free to contact Peter Carpenter or myself at any time.

Mike (Over Easy) Baker

Americas Cup 2003 - Pat Irving

I have been lucky enough during the last three Americas Cups, to be in New Zealand.

The Kiwi's initially took the cup from the Americans in San Diego, they then successfully defended it in the Hauraki Gulf off Auckland in 2000, and this year they lost it to the Swiss syndicate.

The New Zealanders are fanatical about their sailing; Akland is called the 'City of Sails'. Many of them start in a P Class dinghy and it is said that if you can sail these you can sail anything. Many youngsters build their own boats and you do not have to have a lot of money to sail in New Zealand, clubs are everywhere. With a changeable climate it makes for exciting sailing and a good grounding for the up and coming sailors.

The other factor which has to be seen to be believed is the fervour which grips the country when one of their own is taking part in sports somewhere.

They really support their sportsmen whether it's Rugby, Golf or Sailing or whatever. The TV coverage is amazing, all the races are shown live on TV in their entirety with on board cameras, helicopter shots etc. and with commentators who really know what their talking about. Most of them have sailed the world and taken part in the Admirals Cup, One Ton Cup and Cowes Rolex Races etc. They explain the tactics and the strategist's decisions during races. The computer graphics are perfect for this sort of presentation.

They have a 'wag' called Peter Montgomery who is the anchor man (pun not intended) who has marvelous enthusiasm and a wonderful turn of phrase, he's a Brian Johnston of cricket or John Motson or Murray Walker of motor racing (but he doesn't make so many mistakes!) The TV coverage over here is rather like watching paint dry. Anyone who watched the highlights of the Americas Cup races on Eurosport from October last year to March this year will know what I mean. Once GBR was out of the running the programme with Peter Snow and Co. disappeared, he was an odd choice for it anyway with his 'swingometer' voice.

The two stars of the sailing in New Zealand, Russell Coutts and Brad Butterworth, won the cup for New Zealand under Peter Blake's management. They were a superb team and successfully defended the 'Auld Mug' in 2000, but then everything came apart. They were headhunted by the Swiss syndicate along with five or six of their original team, there was a great feeling of treason about the defections. You can't blame them for being lured by the millions and Coutts and Butterworth had an absolutely blank sheet, not to say a blank cheque to begin with all over again. Whatever they wanted they got, so having won it for New Zealand they went ahead and won it for Switzerland.

By the time I arrived in New Zealand this January there were various campaigns going on. Flags stating "I'm loyal" were competing for positions with others saying "Blackheart" or "Traitor", feelings were running high against the defectors. Huge crowds turned out to cheer and wave the black boat out each morning and an 'All Blacks Haka' was danced on the quayside every time the Swiss boat 'Alinghi' put out.

Coutts and Butterworth team were of course a class act, and won every race. It was their home water that they had sailed on all their lives. They had superb back-up and shore teams and suffered no structural damage to their boat that had bedeviled the New Zealand team. It was plain sailing and the whole of New Zealand went into mourning! Team NZ was, in my opinion, beaten by mega-bucks. I don't know whether they will have another go but I really hope they do.

Switzerland, as you may have noticed, is short on coast line, so I wonder where the next confrontation will be. Wherever it is it will be interesting to see if the Swiss-Kiwis will be there to defend their cup?

Social Calendar Dates For Your Diary

28	June	AQSC Regatta, Signet Open Meeting and Jazz/BBQ, see separate booking form
29	June	AQSC Regatta
19	July	Molesey Rowing Regatta, NO sailing on the Club Reach
20	July	Molesey Rowing youth/disabled event, no sailing near Platt's Eyot
23-25	August	Away Weekend Bawl Water, short course racing Monday
5	October	London Fun night with Bob and Janet
01	November	Fireworks at Kempton Park followed by party at Club
15	November	Annual Dinner
06	December	AGM, Prize Giving & End of Season Party
2004		
24	January	Quiz
14	February	Musical evening
27	March	Start of Season Party

JAZZ AND BARBECUE NIGHT **Saturday 28 June 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 Diana Carpenter on 020 8393 8029, £6.00 (£7.50) Juniors £4 (£5) (at the door price).



See separate booking form

SigneT Open Meeting Saturday 28 June 2003 **AQSC Regatta Saturday 28 and Sunday 29 June**

Including three races for the Regatta Trophy (2 to count), a race for the Ladies and Novice Cups. Programme subject to change. The handicap fleet will start with the Signets and the Signets will be included in the Handicap fleet results.

Saturday

Signet Race 1, Regatta Race	11:30
Signet Race 2, Regatta Trophy Race 1	13:30
Signet Race 3, Regatta Race	15:00
Prize Giving	16:30
Don't forget Bar-B-Q and Jazz Night	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

SigneT Open at Paxton Lakes SC.

Two Aquarius dinghies traveled up to Little Paxton near St. Neot's for this year's first SigneT open of the season. ST368 and ST369, built alongside each other in the boathouse at Kingston, did pretty well. Richard and Robert Britton won the Saturday events with Mike and Keith coming third. Saturday night was spent very pleasantly in a pub in St. Neots. On Sunday Keith (now helming) and Mike came second to another ex-Kingston boat ST761. Richard didn't contest Sunday but turned his dinghy over to Robert and Michael Stevens. The weather was pretty good over the whole weekend. 2-4, occasionally gusting a little higher. The trip back was a doddle, best ever. Even the traffic on the dear old M25 was fairly light.

Mike (Over Easy) Baker

Working Party on 12 April 2003

This was the first working party of 2003 and what the team lacked in numbers it more than made up for in sweat and effort. My personal thanks go to Joan & George Bray, Diana & Pete Carpenter, Richard Cannon, Nigel Knowles, Tony Allen and Bryan Clements for their exertions. George painted out the interior of the safety boat, Richard, Nigel and Pete mowed and strimmed the banking while Bryan and Tony work along the bank and up into the trailer park weeding and tidying up. Diana and Joan worked in the clubhouse and also provided a much appreciated hot lunch. There's still a lot to do. The exterior of the clubhouse still needs repainting and there's a lot of clearance work to be done along the moorings and in the trailer park. Hopefully next time we can encourage a few more of you to come down and assist rather than always having to rely on the same old gang, however willing they are.

Mike (I came, I saw, I strimmed) Baker