



**AQUARIUS S.C.**

# THE MAIN SHEET

*Autumn 2004 Edition*

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## Commodore's Report - Mike Baker

Strewth! Time for the autumn newsletter already. It seems as if I only just gave Richard the copy for the summer one. Where did the last 3 months go? And what do I have to tell you about this time around?

Firstly, it was with great sadness that we heard of the death of Barry Jones brother Bob. Although not a member of AQSC Bob was a friend and fellow sailor who we saw from time to time. Our condolences go to his wife and family and especially Barry and Margaret.

Secondly, congratulations to the AQSC team for winning the Mid Thames Trophy. This annual event was held at Staines SC. We have come second for the last two or three years running so this was quite an achievement. Well done to all concerned! Hopefully someone is going to write an article about it.

Pat Halling and friends provided a memorable musical evening at the club on 19 September. Although strictly not an AQSC event it was highly enjoyable and our sincere thanks go to Pat, Ann and the other members of the string quartet who performed during the evening.

Thanks also to Gus and Eunice Colletta for their 'Taste of Italy' night which was held in the clubhouse on 9 October. Gus and Eunice provided a magnificent sit down meal accompanied by Italian music. All that was needed was a couple of Gondolas bobbing on the club moorings outside.

I guess a key thing I need to explain about is the information sheet included with this edition of 'The Main Sheet'. This was prepared by Hampton S.C. in conjunction with The Met and Surrey Police and details whom to contact if you experience, or see, misbehaviour on or near the River Thames at Hampton or Molesey. It includes contact telephone numbers for both Forces and an email address.

Members should also be aware that a disposable camera is now available in the AQSC bar to photograph any people or incidents giving cause for concern close to our club. Please keep the pamphlet handy, one will also be posted on the club notice board, so that you can take the appropriate action should the need arise. This approach to anti-social behaviour has already paid dividends down at the Hampton basin and the Police are keen to expand the number of people who know what to do should the necessity arise.

The next thing I need to talk about is the annual club dinner and the AGM. The annual dinner will be held in the club house on the evening of Saturday 20 November and is simply a 'not to be missed' occasion. Ladies usually wear cocktail dresses or posh frocks. The gentlemen, dinner jackets or lounge suits. Dinner is prepared by an outside catering company and to date this has always been an excellent evening. So get your ticket requirements in as soon as you receive your menu and booking forms. Lyn & I will be on holiday at this time but your Vice Commodore Nigel Knowles will be hosting the evening ably supported by the club's Social Secretary Diana Carpenter.

The club's AGM, prize giving and end of season party will be held on the evening of Saturday 4 December. This is arguably the most important evening of the year. Why? Because all eligible (i.e. Full) club members have the responsibility for electing the flag officers and committee members who will run Aquarius S.C. for the next year. The serious part of the evening, which we try to keep short and sweet, is followed by a light hearted prize giving and end of season party.

On the domestic front I urge you to take 'laying-up' your dinghies seriously. An extraordinary amount of damage can be caused to craft that are not securely picketed over the winter months. Weather covers also need to be checked to ensure that they won't collapse inwards. Have you ever seen the damage to a hull that a small amount of frozen water can do?

Finally, don't forget our annual trip to Kempton Park on 6 November for their unrivalled fireworks display. Discounted tickets, prior to the night, can be ordered through Richard Cannon on 01932 786636, and a limited number of tickets for next years Richmond Theatre Christmas pantomime Dick Whittington have been reserved. Please contact Diana Carpenter on 020 8393 8029 if you wish to go on the evening of 13 January 2005. Tickets cost £13.50 each.

To end I would like to sincerely thank all my fellow committee members for their hard work this year. I feel that the club has moved forward and this, in no small part, has only been possible with their agreement, enthusiasm and assistance. Thanks guys, great job!

**Mike (The Commodore) Baker**

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## News of Members - Joan Bray

We give a warm welcome to Duncan Martin who joined us recently. We hope you enjoy sailing at Aquarius for many seasons to come.

## Sailing Secretary Report - Richard Cannon

The sailing conditions for the season up to 20 June was generally very poor but fortunately it has been much better since then. Most weeks there has been good sailing at Aquarius and on visits to other clubs.

On 10 October there was particularly rough sailing with a NE 4-5 wind. Although there were only 3 boats out there were over 30 capsizes. Graham Thompson reefed his Bosun, had Bryan Clements as crew, and still capsized; for once Bryan got wet. Charles Dennis had 20 capsizes in his Laser.

Support for the Wednesday afternoon series rather petered as the season progressed and it is a pity that support for sailing events has not been as good as for the social events.

Aquarius has had very successful sailing at other clubs. The highlight was winning the Mid Thames Trophy sailed at Staines Sailing Club with Aquarius winning all three races with 2nd and 3rd place in the first race and 2nd in the last race. It was very windy and gusty.

At the August visit to Bewl Richard Cannon with Liz Archer crewing came 3rd in the short course racing and won the Ton Up cup for the leading boat with helm and crew ages totaling 100 or over.

There were Signet open meetings at Paxton Lakes, Grafham Water, Littleton and Ferry Meadows and the Signet Nationals at Chichester. Richard Cannon, Mike Baker, Keith Hatton, Michael Stevens and Robert Britton supported these events with excellent results. All the meetings other than Paxton, the first one, had excellent sailing conditions.

Richard won the first 7 races for the Signet Senior Points Trophy so let Michael helm his Signet ST368 for the last two Open meetings, Robert Britton crewed for him in the last meeting. Michael did excellently to win the Novice Points Trophy; this is the first time that both the Senior and Novice Trophies have been won by the same boat in the same year. Richard won the Signet Nationals, with Robert Britton crewing, although before the last race there was a tie with Roy Melsom; both having come 1st and 2nd in 2 races each. In the last deciding race Richard was 2nd and Roy 3rd.

The Aquarius Spring and Summer series have been completed; Graham Thompson won the Spring series both on Boat and Personal Handicap and Charles Dennis won the Summer series both on Boat and Personal Handicap.

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## "Last Of The Summer Serenade" - Laurie Bridges

On Sunday evening, 19th September, an audience of some forty or so members and friends enjoyed a concert evening entitled "Last Of The Summer Serenade".

The concert was given by the Quartet Pro Musica, leader Pat Halling (Violin and Laser), 2nd violin Howard Ball, viola David Ogden and Cello Robin Firman together with guest artist, international virtuoso James Hughes, harmonica.

The theme for the concert was, what a surprise, boating!

The concert started with the Skye Boat Song, whose dying strains led into a delightful recitation by Ann Halling from Kenneth Grahame's "Wind In The Willows", in which Mole was rendered ecstatic by his first experience of "messing about in boats".

The quartet then played Handel's "Arrival of the Queen Of Sheba" (I'm sure I heard Pat mutter that she probably arrived in a SigneT!!)

There followed four (of 8) movements of a Divertimento by Gordon Jacob for harmonica & strings. Next was two movements from a string quartet by Borodin. The first half concluded with two movements of "Somerset Garland" by Paul Lewis for harmonica & quartet. The suite is based on folk songs from Somerset villages such as Huish Episcopi and Langport.

The interval gave us the opportunity to recharge our glasses with Rodger's Tequila Sunrise.

The audience returned to their seats (Pat claimed that he had locked the doors but I know that's not true because I nipped out for a crafty fag!) for the second half. This consisted of "Rondo Rococo" in the style of Joseph Haydn by James Moody, then "Sunny gets Blue" by nobody could remember!

James Hughes then gave a talk and demonstration of a how a puff, a blow and two slide positions gave 4 separate notes from each hole of a "real" harmonica, quite mind-boggling to imagine how anyone can get a simple tune out of one, let alone the incredibly fast and furious pieces which James played with apparent ease!

With equal aplomb James demonstrated what must be the smallest harmonica around - less than 2 inches long, which would not be out of place on a key ring!

The ensemble then gave an evocative rendition of "Bess you is my woman" by George Gershwin.

Next was a first performance. Ronnie Hazelhurst had been persuaded to compose a suite for harmonica & string quartet entitled "A Yorkshire Tale". This was a medley based on the theme tune from "The Last of the Summer Wine" (James records a new soundtrack for each episode for the BBC) and includes snatches from well-known Yorkshire ballads.

James really made the harmonica sing in a solo rendering of "When I'm Sailing" accompanied by the humming of the audience in the final stanza. This was followed by a breathtaking performance by Pat of the (Last Night of the Proms) "Sailors Hornpipe".

Thus ended the programmed performance but the players were not allowed to relax just yet. Not one but two encores were demanded. The first was entitled "German Woodpecker" and the second, James' "party piece" entitled "Doina Voda" which I believe is a Romanian gipsy dance. Both elicited rapturous applause.

As a mere amateur (I've been trying to play the piano for about 60 years!), I hesitate to comment on the performances we heard but I must say that in all of the many concerts and recitals I have attended I have not heard better. Judging by the enthusiastic applause by the audience it was thoroughly enjoyed and appreciated by all present.

Credit must go to all who made this memorable evening possible. The programme was devised over a "few" glasses of red wine. By Pat, Anne, Eric and Rodger. Rodger was the "chief architect" who conceived it and performed a myriad of tasks before, during and after the event. He was ably assisted by Linda, Janet and Diane who, inter alia, provided and served the food. Peter "The barman" and Mike Rogers, "chief ferryman" must also come in for an honourable mention plus all the others who assisted in various ways to ensure the smooth running of the evening.

## Maritime Greenwich - 17th July 2004 - George Bray

It was one of those days - the forecast promised everything from rain to brilliant sunshine so after much debate we decided to travel light without any wet gear. The meeting place was Tower Hill underground and we had guessed wrong, it was raining.

Now the concourse at Tower Hill is not large by any standard and it seemed that half of tourist London was milling around and the chances of finding the rest of our group, let alone our guide seemed pretty remote.

Gradually, various groups were corralled and shepherded away and friendly faces emerged from the throng followed eventually by our professional guide and a young visitor from New York who joined us and we all trundled down to Tower Pier where the crew just about got us onboard before they cast off.

Our own guide is banned from doing her spiel on the boats - the launch crew do the honours pointing out places of interest. It's a great place to start: with the Tower on the north bank, HMS Belfast moored on the south and then to pass under the main span of Tower Bridge. On the way down river we passed St.Katharines dock, now a marina, many conversions of old warehouses now lived in by the upwardly mobile, the Prospect of Whitby which is the oldest pub on the river and which faces the newest on the Surrey bank, Execution Dock where in olden times, pirates were either hung or strapped to a wooden pile at low tide and three full tides were allowed to pass over them - apparently there were not many survivors from either method. At the headquarters of the River Police at Wapping, they could no doubt suggest a few names for similar treatment.

The River Police predate Robert Peel's Met Police by some 20 years and were formed to curb theft from ships and docks - times don't change overmuch.

The boats crew made no comment when we went along Galleons Reach, the scene of the biggest pleasure boat disaster on the Thames in the 1870s when the Princess Alice sank with over 600 fatalities - presumably any comment would be bad for trade..

After half an hour, we arrived at Greenwich, and guess what, it was raining. Nevertheless our guide gave us a very good background to Greenwich - it has much to offer.

The pier is overshadowed by the "Cutty Sark" one of the last of the tea and wool clippers that used to race from China and Australia to gain the best market price for their cargoes. Sadly, though in dry dock, it needs a lot of money spent to preserve it for the future.

It shares the pier with "Gypsy Moth V" sailed single-handed round the world by Francis Chichester in the Sixties.

On top of the hill is the Royal Observatory founded there in 1640 by Flamsteed, the first Royal Astronomer, when the smog in London became so bad as to obscure all stellar sights. All longitude measurements are taken from the nought meridian and you can stand astride it, one foot east and one foot west.

Above the Observatory is a pole with a large red painted globe upon it. At one o'clock this is raised to the top and dropped so that all passing mariners can set their chronometers accurately. Unfortunately, when we were there, the only passing vessels were a very small launch and a rowing four.

Below is the National Maritime Museum - well worth an hour or two - and a very interesting and varied covered market.

By now, the sun had put in an appearance and we trundled off to the Royal Naval College (formerly Hospital) now open to the public. This is an interesting place originally designed by Christopher Wren to be a large building on the river frontage. Queen Charlotte who lived in the Queens House a little up the hill, complained that her view of the river would be obscured. Wren had a simple solution, he split the building into two wings 100 yards part - what it is to have influence!.

The buildings have two masterpieces, the Painted Hall and the Chapel.

The Painted hall was the work of James Thornhill who contracted to complete all the murals on the ceiling at £3 a square yard and the walls at £1. However it took him over twelve years and he considered himself underpaid and the last mural has a self portrait in one corner with his hands held out for more pay.

The Chapel is equally wonderfully decorated with a compass in the marble floor with the naval fouled anchor pointing north. After Trafalgar, Nelson lay in state here before his burial in St Pauls.

At 1.30 we were all toured out and the party split up looking for victuals and many finished up in the Eel, Pie and Mash shop where pie and mash for a couple of quid was good value, though I didn't see many takers for Eels, and afterwards we all went our own ways

Whatever your interest Greenwich has a good deal to recommend it. It is easy to get to either by boat or by the Docklands Light Railway and is well worth a visit.

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## The Simple Things

Sometimes it's the simple things that can make life so much easier. How many times have we all watched people run a launch trolley into the water under a dinghy and then struggle to get the dinghy straight so it will pull up onto the trolley?

To solve this all you need to do is bolt a length of bent up steel strip onto the underside of each end of the trolley main support beam. The bent up ends need to be higher than the beam and bent outwards so they just clear the launch trolley

wheels. These 'spigots' can then be covered with clear plastic tubing which is available at some garden centres that sell exotic fish and their paraphernalia. The dinghy can now be recovered with ease as the spigots will guide the dinghy into the central position as it is drawn up onto the trolley. A bonus is that the water acts as like a lubricant between the hull and the guides reducing friction to pretty near zero.

Try it, it really works surprisingly well.

Mike (Bright Ideas) Baker

## Makeover

I bet when Ian Proctor designed the SigneT in 1962 he didn't reckon they would still be going strong in 2004.

Over Easy is now thirty-six years young and a couple of years ago she had new decking fitted. This made the rest of her look a bit sad. So ... the early September weather forecast looked good, Lyn came up with a new colour scheme, Thames marina had the paint ... ergo, I up-ended Over Easy in the drive and got stuck in!

Two things immediately became apparent. Cosworth's nose was put right out of joint. Cosworth's our cat and sleeps in the drive during the afternoons. Well he did, and therein lay the first problem. The second was Lyn's MX5. It was white; it's now sort of pink. This had to do with sanding the red paint off the bottom of Over Easy. That problem was easily overcome with a pizza dinner and a car wash. The cat wasn't so easily side stepped! Anyway a power sander and a lot of sweat later I had something that looked like a filthy iceberg floating in a sea of dust. Exit the cat in a huff! A bucket load of epoxy filler smoothed out several years of collisions and mis-use and sanding it down created another blizzard. Exit the cat ... again! Actually I think it was the sander, he has the same reaction to the Hoover.

Priming, taping up and undercoating was fairly straightforward but it's amazing how many imperfections show up once everything is dry. So ... back to the filler stage. Top coating is always the best bit but requires some care. Always paint vertically, never horizontally. It has to do with the way the light strikes the finished surface and therefore doesn't show up horizontal lines or runs. I did consider spraying the boat but two things stopped me. One, I don't have a spray gun and two; Lyn threatened me with physical harm if I took anything resembling a spray gun anywhere near her car. Most unreasonable! Coach lines are a bit fiddly but do add a little something to the overall effect. Professionally prepared boat names are not cheap but do 'finish-off' the job rather nicely.

Some cockpit work was also required including new non-slip deck paint and coat or two of satin varnish on the decks to cover up the accumulated scratches. The foils were in pretty good nick and only required a quick wet and dry and a coat of paint. So watch out ... in her new livery Over Easy will not be immediately recognizable and she may sneak up on you when you least expect it!

Cosworth eventually came to terms with the boat. At some point he wandered underneath and vanished. A little later I also climbed underneath to remove the centre plate bolt. After a minute or two I became aware that I was being watched and looking around spotted Cosworth with his head sticking out of one of the rear buoyancy hatches. As I looked around he meowed at me several times. I ignored this and when later I looked back he had a look on his face that kind of said "what part of meow don't you understand?" I figured all I needed to do was to re-paint the boat pea green and buy an Owl and he would be happy!

So there you go another refit completed. People love to see painted and varnished wooden boats but I can well understand why they buy fibre glass. The maintenance overhead is not to be underestimated although it is very rewarding. Just look at the number of wood boats lying around, effectively abandoned. Hopefully that will not be Over Easy's demise. I have a more fanciful end in mind. A Viking funeral, probably on Ullswater, with flaming arrows shot into the sails as the boat and I drift off into the mist. Highly whimsical!

Mike (Rats, now the sails look sad) Baker

## Back-tracking Through History Pat Irving

The US Standard railroad gauge (distance between the rails) is four feet, eight and a half inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and the railroads were built by English expatriates.

Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons use that odd wheel spacing?

Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts.

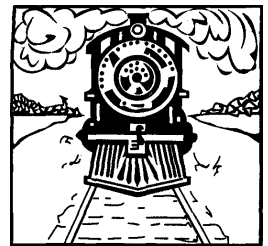
So, who built these old rutted roads?

The first long distance roads in Europe were built by Imperial Rome for the benefit of the legions. The roads have been used ever since.

And the ruts?

The initial ruts, which everyone had to match for fear of destroying their wagons, were first made by war chariots. Since the chariots were made for or by Imperial Rome, they were all alike in the matter of wheel spacing. Thus, we have the answer to the original questions.

The United States Standard railroad gauge of four feet, eight and a half inches derives from the original specification for an Imperial Roman army war chariot. Specs and bureaucracies live forever. So, the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses!



## E-mail - Richard Cannon

E-mail provides an extreme low cost, in effort and cash, communication method compared to the post that requires printing and envelopes to be addressed, stamped and posted; but it does need members to read their e-mail.

About 67% of the membership have an e-mail address and they are added to a distribution list unless they have asked to be omitted. They are sent an occasional e-mail giving a reminder of things like Aquarius events and duties.

When there has been something like a change to the programme then those not on the distribution list are sent notification by post if it might be relevant to them.

Recently when a booking reply was required for a changed event I think all the replies were from the e-mail and there were none from the posted notification.

If you have an e-mail address and don't receive an occasional Aquarius e-mail or you would rather not be on the list please e-mail [webmaster@aquarius.org.uk](mailto:webmaster@aquarius.org.uk) or [richard@cannonr.me.uk](mailto:richard@cannonr.me.uk), or phone 01932 786636.

## Bewl - August Bank Holiday

It was one of those rare events - a Bank Holiday Monday when the weather was set fair and the prospect was for a fine day's sailing at Bewl water. On setting off from Surbiton at 8.30 am I had steeled myself for an hour or so of dodgems on the M25 - but no! - the heavy goods vehicle drivers were apparently having a day off too and traffic was comparatively light. Passing Clackett Lane services in good time I even contemplated stopping for breakfast, before recalling that this was the place that the Sunday Times rated as having the worst food of all European motorway service areas! Turning south, past Sevenoaks and Tonbridge, the Weald of Kent was looking great in the morning sunshine and I pressed on through Lamberhurst, arriving at Bewl only 70 mins after leaving home.

Bewl is a big club - you approach it through what seems like acres of boat parks - but just like Aquarius it appears that the majority of boats don't see the water very often and the local flora and fauna have established a close relationship with them. The Club shares a reservoir with oarsmen, wind-surfers and fishermen (sound familiar?) - but in contrast to the Thames, there really is enough space for all - over 900 acres apparently and the setting is amazingly scenic. There is a well manicured public picnic site and boat launching ramps with nature reserve and nature trails which can be used at any time for a fee. However, as guests of Bewl S C for the day we get all the facilities free! For non sailing partners there are some interesting National Trust properties in the vicinity - Scotney Castle for example is within walking distance. Shame then that only Richard Cannon, Liz Archer and I had ventured forth.

Arriving at the waterside I found myself surrounded by some pretty expensive looking boats that would not have been out of place at a boat show. The number of apparently new lasers was particularly impressive- my battered 30 year old model was looking decidedly incongruous. I was beginning to feel like a fellow who had turned up at a smart party without the obligatory jacket and tie! No matter! a chap in a fluorescent yellow flak jacket with a label on the back announcing that he was "harbourmaster" welcomed me like an old friend. He helped me unhitch and directed me to the "office" to sign in. Here a friendly and amazingly efficient lady by the name of Audrey took my details and, declining my offer of an entry fee ("Aquarius are old friends of ours"), entered them into a computer system that must be the envy of Richard C! Not for them a faithful Psion! Race management at Bewl has at least 3 desktop pcs available in the office, further networked for all I know, to a couple of lap tops in the race box. This system enables the results of racing to be available almost as soon as you come off the water. Very impressive! - however it is still dependent on the fallibilities of the race officers - of which more below.

I had time to get on the water and get the measure of the wind before the first race. It was blowing a fairly steady 3-4 and it was good to sit out and get the boat sailing.

Why can't I sail as close to the wind as that guy? - can't I just be my baggy G cup bra of a sail, and why is there so much weatherhelm? Praps I need to get my weight forward/backward /sideways/ tighten the downhaul/ put the bung in/ go for a drink etc etc. You have time and space to look into these things at Bewl. Conversely little things that are tolerable at Aquarius make a big difference in the open water and long tacks at Bewl.

There were two races before lunch and two scheduled for after, all billed as "short" races (i.e. approx 40 mins) round a trapezoidal course. The first leg involved a beat to windward. The locals and the good sailors (i.e Richard) went for the shore side of the starting line. Others (including me) opted to keep offshore where it was less crowded and then realised their disadvantage in not being able to make the first mark in a single tack. Nonetheless I was up with the Laser pack at the first mark when a guy luffed me into irons as he tried to round the mark, got into irons himself and by the time we had both sorted ourselves out the rest of the fleet were way downwind. Richard however had a good race.

For the next two races Richard and I seemed to be in remarkably close company - which is ridiculous considering the difference in handicaps between a Laser and Signet but nice for engendering camaraderie between fellow club members! On one leg on a beam reach I got the laser planning and came storming past ST368 with Liz telling me that I should not be going so fast at my age! However the adrenalin rush had locked my jaw into a wide eyed grin and I was unable to speak - even if I'd had a sensible reply!

By the end of three races I was exhausted but exhilarated and with the threat of apparently stronger winds for the 4th race decided to retire. Richard and Liz continued however - they were enjoying it too much and even went out free sailing after the last race

Richard and Liz won the one ton cup - for the best performing boat with a crew whose combined ages exceed 100! The provisional results put Richard and Liz only second, and 3rd overall, until the winners confessed that the early onset of dementia meant that they couldn't add up correctly and they were ineligible (everyone present was too polite to query Liz's age but apparently Richard was accepted as being sufficiently elderly in his own right!). The ½ ton trophy was awarded to me - also 3rd overall. This was a farce and must have been a mistake - perhaps too many boats with similar sail numbers? Richard pursued it on my behalf, but the organisers were adamant that they were correct. I am left to conclude that notwithstanding all the IT, Bewl's race management is fallible after all. But their hospitality is second to none!

Nigel (aka Bodgit jnr) Knowles

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## Working Party On 27 November 2004

The committee has scheduled a last working party for the year on Saturday 27 November. This will be to clean the site up and slip the safety boat before the Christmas/New Year break. We need to mow and strim the grass, do some weeding along the front and up the ramp and chop back the nettles in the trailer park. We also need to ensure that the boats are

adequately picketed for the winter. We are planning a fish and chips lunch and I would appreciate it if as many of you as possible could spare a few hours, starting at 10.00am to come down and lend a hand. Many thanks.

Mike (The Commodore) Baker

## Weed

Weed has become a major problem this year extending to over a boat length from the bank and even clumps in the middle. Extreme vigilance was need to keep the foils clear of weed. The safety boat even became disabled with weed on the propeller. The pictures show just a fraction of the weed pulled out. With the colder weather arriving the problem seems to have disappeared.



## Italian Evening at AQSC

AQSC has provided the venue for a varied number of events this year. The latest was held on 9 October at which Gus and Eunice Colletta prepared and hosted an Italian supper at the clubhouse. Gus had offered to do this way back at the beginning of the year, given that a suitable date could be arranged. That took a while but it was well worth waiting for.

The clubhouse was laid up using the five oval tables first used for the Valentine's dinner earlier this year. Our recently acquired chairs were used for the first time along with our newly purchased cutlery. The menu consisted of Anti Pasto, Pasta al Forno (pasta with meat and mozzarella cheese), Pollo alla Ciociaria (a chicken dish from the south east of Roma) with Faggiolini Verde and Insalata Mista. This was followed by Formaggi, Dolci, Caffè and Liquore.

With plenty of Italian wine, music, dancing and a variation to the game of 'pin the tail on the donkey' involving a cork and a male statue missing a vital piece of anatomy, the evening was a great success. Big thanks to Gus, Eunice, family and friends ably assisted by Pete and Diana, for putting it all together. Peters Carpenter's recently installed espresso/cappuccino machine is a great addition to the club and will, I'm sure, be well used in the future. Now what other nationalities do we have represented within the club that could do something similar next year?

Mike (Over Easy) Baker

## Mid Thames Trophy 11 Sep 2004

Richard Cannon

### The Aquarius SC Team Triumphed at Staines SC to Win the Mid Thames Trophy.

This event was originally held on 1 May but abandoned due to high current and no wind. The re-run was in complete contrast with a 10 to 15 knot, gust 20, S to SW wind; their best direction straight upstream.

The victorious Aquarius team was Richard Cannon in his Signet crewed by Bryan Clements, Charles Dennis and Nigel Knowles in their Lasers, and GrahamThompson in his Bosun.

They had the roughest conditions there have been on the river for a long time; very strong gusts and large rapid shifts. At SSC the river runs N to S and is narrower than at AQSC. As soon as he launched Richard started planing across the river and was very surprised when a very strong gust capsized him before he had reached half way; he couldn't have been sailing for more than 10 seconds. On looking around Bryan was capsized in his Graduate. Bryan made the sensible decision to Crew for Richard.

The port rounding course had just 2 marks. The start was very hectic with 11 boats, the narrow river and the strong gusty wind conditions; Richard lost his very good start in the first race due to having to do a penalty for catching an Enterprise with his boom before the start. AQSC took the first 3 places in the first race, 1st in the 2nd race, 1st and 2nd in the last race.

The 2nd race was extremely rough and there were 4 retirements. Richard capsized but still won, Graham stopped to reef his Bosun during the race, Nigel and Charles lost count of their capsize; Charles had a spectacular capsize at the leeward mark, passed it the wrong side and hit it while capsized.

The wind moderated for the last race and it was a much more pleasant sail; Richard led for the first lap and Charles and Richard were well ahead of the fleet for the rest of the race.

Well done the AQSC team for winning the trophy; the home team has won for the previous 3 years.



Mid Thames Trophy Results 2004							
Club	Boats	Helm	Crew	R1	R2	R3	Place
AQSC	5						<b>1</b>
	Bos1777	G Thompson		3	5	8	<b>5</b>
	Grad2141	B Clements					
	Las146274	N Knowles		7	4	6	<b>8</b>
	Las112526	C Dennis		2	6	2	<b>2</b>
	ST368	R Cannon	B Clements	1	1	1	<b>1</b>
DSC	0						
HSC	2						<b>3</b>
LSC	0						
SSC	5						<b>2</b>



## Athens Olympics

Well, the 2004 Olympics are over and sailing has once again delivered its fair share of the Team GB medals. GB retains the honour of being the world's most successful sailing nation. However results were much closer this year with Brazil, Spain, Ukraine, America, Australia, Norway and Belgium all delivering wins during the various class races. The TV coverage is also improving. The BBC and its interactive service allocated a fair amount of time to sailing and windsurfing. The powerful long lenses used posed some problems, in that, the foreshortening sometimes gave a very false impression of relative position; but in general the coverage was excellent.

The Laser class was obviously missing Ben Ainsley but their loss was Finn's (and Robert Scheidt's) gain. Shirley Robertson, Sarah Ayton and Sarah Webb have obviously taken to the Yngling class (where the hell did that name come from?), winning with a race to spare. Apparently they were getting their hair done for the presentation ceremony while the rest of the fleet sailed the last race (very girly).

For those of you that have wondered about this weirdly named boat here are a few facts and figures. Designed by Jan Linge in Oslo, Norway, in 1967 for his son the Yngling has been called a little sister to the Soling although 'Yngling' actually means youngster. The boat is a sleek and seaworthy small racing keelboat of 6.35m LOA with a displacement of 645Kg and a sail area of 14.0m<sup>2</sup>. It is described as a cross between a planning dinghy and a keelboat. Approximately 4,000 are currently sailed world wide with associations in 11 countries. Yngling has been an ISFI class since 1979. The IYRU selected the Yngling for its first international women's championship in 1994 and the ISAF chose it for the 2004 Olympic women's keelboat event. Redesigned in 1990 to provide a water tight raised 'double bottom' cockpit sole with bailers on port and starboard just above the waterline. Anyway the girls looked a lot more comfortable sailing the Yngling than posing topless for a calendar aimed at raising money for Team GB (Sailing). I'm still amazed they did that!

On the technical front the Tornado's had been fitted with asymmetric genoas, just in case anyone thought they weren't fast enough already and Chris Draper & Simon Hiscocks, although complaining about a general lack of wind, provided a bronze to Team GB's haul. The Star dinghy soldiers on but, despite recent material & rig upgrades, is 89 years old and has competed in every Olympics that has featured sailing. Iain Percy and Steve Mitchell did their best but for sheer excitement Chris Draper and Simon Hiscocks in the 49'ers have it. They were dynamite and despite only delivering 'bronze' were the most interesting to watch. The 49'ers, unlike other classes, had view cam's onboard so that you could see the crews working or look at other competitors from the crew's perspective.

At last ... someone at the BBC has woken up to the sport of sailing and the interest in it. Or could it just be that sailing afforded so many 'quality' medals at the Sydney Olympics Auntie decided she dare not ignore it as she had done in the past; or am I just being cynical?

Mike (SigneT's for the 2008 Olympics) Baker

## Dinghy Show Facts, Figures & Statistics

For those of you that are interested in such things here are some numbers from last year's RYA Dinghy Show that have just been released. It seems that visitor numbers were up 7.5% on the previous year with a total attendance of 10,441. Apparently 89% of exhibitors rated the show 'good' to 'very good' with 97% reporting that they had achieved or exceeded their show objectives.

For those of you who are already penciling 2005 dates in your diaries next year's show is on 5/6 March at Alexandra Palace (their goes my birthday ... again!). I've just sent off the application and deposit for the 2005 SigneT stand plus I've also got the display dinghy, and a back-up, lined-up so the arrangements for next year's show are already well underway. If you've never been to the dinghy show why not give a try next year, it's a great day out and if you look hard enough there's still a bargain or two to be had.

Mike (SCOA Dinghy Show Organiser) Baker

## Bodgett Bodes On

Well, the old firm has finally finished its 2003/4 building programme. The gents were completed in late August, virtually eight months after starting on the extension and overhauling of the clubhouses 'interesting' electrical circuitry. An amount of work has been completed in the shower area (new ceiling, lights and extractor fan etc.) and we are now contemplating a new power shower unit and door.

The new lockers are finished, 14 in the men's changing room and 2 in the ladies (that's not discrimination it's just that many more men sail than ladies). These are now available to rent on an annual basis at £5 per year plus £5 deposit on the key. Several have already been taken and applications should be made to Nigel Knowles or Mike Baker. N.B. These lockers are intended for people who sail regularly so that they can have a secure place to leave valuables etc. They are not intended for people who just want additional general storage space.

Bodgett & Son are now considering the best way to tackle AQSC's equivalent of The Leaning Tower of Pisa i.e. The Bosun's store. This edifice is now being held up by the new extension, not the reason it was built for. The building itself is okay but the foundations, and I use that word loosely, are collapsing at an alarming rate. The sheer weight of the stores contents is not helping the situation and a judicious 'clearing out' is long over due. So if you've got something in there that shouldn't be I suggest you remove it before Bodgett & Sons clearance division gets to work.

Bodgett Junior

## Social Calendar

### Dates For Your Diary

Saturday 6 November	Kempton Park Fireworks and a social with hot food provided at the Club afterwards. For cut price (£4 instead of £5) advance tickets contact Richard Cannon on 01932 786636 by Wednesday 3 November; meet & park at Richard's at 7:00 pm for a short stroll to Kempton Park with fireworks starting at 7:45 pm. For more details see: <a href="http://www.kemptonfireworks.org.uk/">www.kemptonfireworks.org.uk/</a>
Saturday 20 November 8 pm	Annual Dinner. Please book tickets early, numbers strictly limited. See menu choice and booking arrangements with this newsletter. Book by November 6 for discounted tickets, subject to availability.
Saturday 27 November	Working party from 10:00 with fish and chips lunch
Saturday 4 December	AGM, prize giving, and end of season party (7:30 for 8 pm).
<b>2005</b>	
Saturday 12 February 8 pm	Rodger's Surprise
Saturday 19 March 8 pm	Start of Season Party

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### Aquarius Sailing Club Annual Dinner

#### Saturday 20 November 7:30 for 8:00

The annual dinner will be held in the Clubhouse:-

Dress: Smart/Smart casual

Price £23 (£25 after 6 November) 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 45 members on first come first served basis

This is a very popular dinner so earliest booking is advised; 6 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 per person, £25 after 6 November)

3. Stamped addressed envelope for returning your tickets

Send to Diana Carpenter

11 Chestnut Avenue

EWELL, Surrey KT19 0SY

Tel: 020 8393 8029

#### PLEASE ORDER BY 6 NOVEMBER

##### For discounted tickets

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 6 November when any remaining tickets will be allocated.

**If anyone has items they would like to donate to the raffle would they please contact Bob Sumner on 01895 252528.**

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### Annual General Meeting, Prize Giving and End of Season Party

#### Saturday 4 December 2004 (7:30 for 8:00) - Joan Bray.

This is the last event of the season and we value your support in helping to elect the Officers and Committee for next year.

It is also your opportunity to air your views on the way the club is run and what changes you might wish to see.

The proceedings normally take about an hour followed by prize giving presided over by Richard Cannon.

Then it's on to the party - a time to reminisce on the season past and plan for the season to come aided by a glass or two of our traditional mulled wine, mince pies and other goodies.

Altogether an evening not to be missed.

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### For Sale

2 x Hawk Australian Surf Catamarans ... 400.00 ea. (o.n.o.)

1 x Hawk Cat Road Trailer ... £200.00

Catapult Catamaran ... £1,900.00

Catapult is roof rackable and comes with a spare main and cruising jib

Skipper 14 (inc. road trailer) ... £300.00

Contact Barry Jones on 0208 255 1501



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