



AQUARIUS S.C.

THE MAIN SHEET

Autumn 2006 Edition

Web Site: <http://www.sailaquarius.org.uk>
Email: mail@sailaquarius.org.uk

Editor: Richard Cannon 01932 786636
E-mail: editor@sailaquarius.org.uk

Publicity: Over Easy 020 8393 5495 E-mail: publicity@sailaquarius.org.uk

The Commodore's bit.....

In most years at Aquarius, by mid-October there tends to be more activity at the bar than on the water, wet suits and thermals have reappeared and Mrs Bodgitt is actively planning my winter DIY activities in the expectation that the end of our sailing season is imminent.

However a casual visitor to the Club over the last few weeks could be forgiven for thinking that we were still in high summer! True, with the nights drawing in, it is no longer practicable to sail on Wednesday evening (will somebody please tell Rodger!), but in recent weeks we have enjoyed some of the best sailing of the year.

We have welcomed several new family members and they have been putting the Club boats to good use. The sailing programme continues till mid November but informal sailing will continue as far as weather and river conditions allow.

On the social side, the charity dinner in aid of Project Homerus exceeded all expectations. From the proceeds of the dinner, the sale of wine and other donations we were able to pass a cheque for £700 to the British Blind Sailing Association at a small ceremony at RYA house on October 12. Of course we enjoyed ourselves too with some great food and wine and superb musical entertainment!

I would like to thank all who supported the venture, but especially Gus and Eunice Coletta, Linda and Rodger Wheeler and Anne K who looked after the culinary matters, Pat Halling and Mike Leigh for the musical entertainment and Mike and Richard who, as always, were on hand for the myriad of other things that were needed.

Thanks also to Frank Rainsborough, who brought Project Homerus to our attention in the first place and who subsequently cajoled, encouraged and supported us in doing something about it!

The Bacco di Homerus wine for the evening was provided by the Italian sponsor of the project and it was a pleasure to welcome Manuel Bonomo - from the family winemakers - as our guest. We still have a few bottles of the white wine for sale at the bar and an open invitation for AQSC members to visit the vineyard if they are in the Lake Garda area.

Looking ahead, the AGM is now scheduled for Sunday 3 December, to be followed by a prize giving and social. **(Note the change of date)**. The AGM of course, is when the Flag Officers and Management Committee are appointed. Most of the present Committee have served the Club for several years in one guise or another and it might be thought that a prerequisite for nomination to the Committee is many years membership of the Club.

This is very definitely NOT the case! It would be great if to have some new, and preferably younger, blood aboard. The duties need not be very time consuming so please do think about putting yourself forward or persuading someone else to! Otherwise we may be at risk of focusing too much on the provision of space for zimmer frames in the patrol boat, rather than training requirements for junior members!

May I also draw your attention to the Annual Dinner on 18 November. This is traditionally the highlight of our social calendar, when ladies don their best frocks and gentlemen brush the mothballs from their number ones. (i.e. suits or dinner jackets).

This is preceded by a working party on Saturday 4 November (from 10.30, bring gardening gear, free lunch etc) and the now traditional fireworks party in the evening at Kempton Park.

The programme of refurbishment of the Clubhouse has taken a back seat over the summer, but Bodgitt and Co hope to resurrect it during the winter months.

Plans include completing the kitchen make-over, replacing the sail/spar racks, completing the renovation of the launching ramp and re-instating the Bosun's store. In the longer term we need to replace the windows in the Clubroom and we are giving some thought to extending the patio area. If you have skills relevant to any of these projects and feel able to help in any way please let me know!

This being the last newsletter of the year, I conclude by thanking all members of the Committee for their good work and indeed all members who have served the Club in different ways. I look forward to seeing as many as possible at the AGM.

Nigel Knowles

News of Members Joan Bray

Congratulations

Congratulations to Joan (Garrett) and Leon Walkden who were married on Saturday 17th September

Wishing them every Happiness.

And to John and Carol Money on the recent birth of their granddaughter.

Welcome

We extend a warm welcome to the following new members and wish them many happy and fulfilling years with Aquarius :-

Michael & Tracey Chipps with Ben and Ellie.

Tony and Maureen Carman.

Rosemary Downes with Katherine and Francesca .

Mandy and Chris Grace with Jack and Louis.

Jeremy and Marie-France Baverstock

Bowl Visit 28 August 2006 - Richard Cannon

Late August bank holiday, time to go to Bowl Water again. I love Bowl, it's a big sailing venue and in all the years Richard and I have been going there we rarely come away disappointed. This year was no exception. I was going to do a write-up but Richard beat me to it. So here's his piece

During the planning of visits to Bowl it is difficult to ensure that the number and types of boats match the number and ability of helm and crew so every one has an enjoyable sail; we often don't know who will be going until the last minute and the weather is a big factor. This year every thing ended up just about perfect to give a marvellous Monday for 15 Aquarius members with 5 boats.

The weather forecast was for a 15 mph wind with a very wet morning; fortunately the rain cleared up before packing to leave at 7:30 am.

Nigel Knowles was expecting to bring two Lasers, his and a club one, but unfortunately was unable to come.

On Friday Richard Cannon had a phone call from Anna Iremonger to say she would be coming, her first time to Bowl, but she couldn't bring her Laser; Richard managed to find the supports he had made years ago for mounting a Laser on top of his Signet so was able to take it. Liz Archer crewed for Richard.

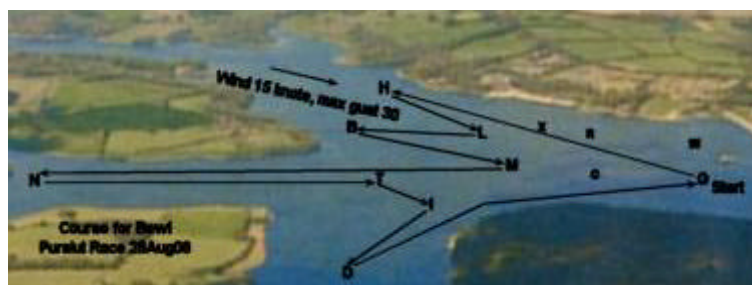
Mike Baker took his Signet and Keith Hatton crewed for him with Lyn, Madeline, and Laurie Bridges coming as supporters.

Rodger Wheeler decided the Bosun would suit the conditions and also took masts and booms for the Laser, Pico, and Richard's Signet; Graham Thompson crewed.

New members Simon and Hanna Lunniss, with the rest of the family Oonie, Robbie and Dominic were coming; they decided the club Pico would be their best option and fortunately they had a substantial roof rack on the car that was suitable for the Pico; the Pico proved to be an excellent choice.

The journey was extremely easy with no jams and only 75 minutes from Hampton; not typical bank Monday holiday traffic.

Pursuit races were scheduled lasting 2 hours from the 10:30 start with the faster boats starting later; the Signets, with a PYS of 1265, were the first boats away at 10:58 as Simon decided not to join the racing. A Laser 4000, PYS of 908, was the last boat away at 11:24. There were only 25 entries and 5 of those were Aquarius boats!!



The course used nearly all the marks and, following Mike Baker's example on Sunday, had many gybe marks; a lap took about 40 minutes.

The start was a bit earlier than expected and Richard arrived at the start about 6 minutes late; the time absolutely flies by when rigging boats for a race. He very nearly capsized at the start line.

The forecast of a 15 mph wind was about right, but for Bowl it was very shifty and variable. The sailing was very exhilarating, especially when half way through there was a hail storm with gusts of up to 30 mph. The race ended with practically no wind and Richard even used the spinnaker. There were 5 retirements which included Anna after a capsize; although it was too windy for her weight, ability and lack of practice she really enjoyed the sail.

For lunch there was a hog roast with a whole pig being carved.

The afternoon race had similar conditions without the extremes. Richard was following Keith and then was convinced he had missed mark B, the third one, so Richard stopped following Keith to mark N, diverted to B and met Rodger; WRONG decision it seems he had already been to B. The rest of the race was spent with close racing against Rodger instead of Keith. Well done Keith winning the Ton-up trophy for the leading boat with helm + crew ages = 100 or more.

Simon, Hannah and family had a great time on the Pico and did very well not to capsize; they learnt a great deal. They also explored the adventure playground made of all natural materials.

To finish off an excellent day most stopped off at the Grasshopper Pub, just past Westerham on the A25, for a carvery dinner on the way home; this pub has a very large car park so there is no problem having a number of boats.

The next day I was still absolutely shattered.

Housekeeping and Winter Reminders

I have been asked by the committee to remind all members to (a) do their own washing up or put in dish washer, and not just leave things in the sink. (b) leave the galley area as they would wish to find it and (c) take your rubbish home with you whenever possible. Thanks folks.

Winter's coming but NOW is the time to start thinking about winterizing your boats. If you don't believe me just take a wander up the bank a look at the state of some of the dinghies and their covers. Some simple precautions taken early can make all the difference.

1. Check your boat for flaky varnish and paint (inside and out) and, if possible, do something about it.
2. Check your boat cover, is it still waterproof? Are its securing straps still good?
3. Check your pickets and tie down lines. Are they secure?
4. Do your hull bungs and or self bailers work okay? Have you ever seen the damage ice can do to a boat because rain water can't drain out?

Mike (Over Easy) Baker

First trip to Bewl Water - Hana Lunniss

When my Dad and I returned midway through Sunday afternoon, less than a week after returning from a fortnight's water sports in Cornwall, I don't think my mum wanted to hear that we were only back from Aquarius to pick up straps so that we could put the club Pico onto our car in order to go sailing in Kent the next day. But, by the next morning we had convinced her and my brothers to get up at an unearthly hour and to pile into the car to set off for Bewl.

When we arrived we were met by a sea of boats, many of which looked more like rocket ships than anything else. After an inspection of the club (which was very impressive) my Dad and I changed into our sailing gear and, after helping the Aquarius members who were racing with the last minute scramble to the start, set about launching the Pico.

Dad had the first go and then it was my turn. Although the wind was not entirely steady, I had a good sail and I was very impressed with myself for not capsizing.

At this point, my brothers dragged my mum off to the adventure playground where they got themselves extremely muddy and I got out the binoculars to watch Dad go sailing off towards the far bank of the reservoir, about half a mile away. Then, after a brief diversion spent helping Anna Ire-monger (who had capsized and had decided to retire) get her laser out of the water, it was time to break for lunch and to eat our sandwiches, whilst watching others enjoy a very tasty looking hog roast.

The wind had got up a lot for the afternoon's sailing, but we were undeterred and preceded to do battle with the Pico's jib. Once we had it up, Dad took the helm and I crouched up front to crew. The combination of the wind (which was stronger than anything else Dad or I'd sailed in before) and the jib saw us going alarmingly fast in places and I won't pretend that it wasn't more than a little scary.

I cannot honestly believe that we managed to stay in the boat and I don't think anyone who saw how wet we were would believe it either.

Whilst the racing continued, Dad took the jib down and took my brothers out - much to Mum's general alarm. And then there was just time for me to have another quick go before we got the boat up and started the general task of packing up along with everyone else from Aquarius. It took much longer than unloading that morning.

After a very nice meal in the Grass-hopper - chosen for its vast car park - with everyone else from the club we finally set off home feeling rather cold and tired, but still having thoroughly enjoyed ourselves. My seven-year old brother Dominic says I must include this quote from him and it sums up the day quite well, so "The play area was muddy, but awesome."

AQSC Skittles Night - 22 July 2006

This was the second year running that the skittles evening was held at The Grantley Arms pub in the village of Wonerish. Lyn's Badminton Club once again provided 'the opposition' although we had to lend them some players to equal things up a bit. People started arriving shortly after 6:00pm and by 7:00pm the skittles got underway.

Alison kindly allowed herself to be talked into scoring again and we got a couple of games in before supper was served at 8:00pm. That seemed to go down well and lots of extra deserts got ordered.

As soon as things were cleared away Alison started coming up with various novel ways to chuck balls down the skittles alley. Things progressively got out of hand ending up with Richard trying to bowl himself down the alley. Two or three more games were completed by the time we finished at around 11:00pm.

So how did it work out? Well AQSC won the team prize. Liz Archer won the highest individual score. Roy Clough won the highest placed man and I scraped the prize for lowest individual score and instead awarded it to Alison for all her hard work organising the skittles and doing the scoring.

The individual prizes were bottles of wine in support of Project Homerus and the team prizes were boxes of chocolates (no expense spared here). The evening seemed to go really well with everyone from both clubs really getting into the spirit of it all. One or two new comers seemed somewhat bewildered by the fact that there was no machine to reset the skittles and were heard muttering "it's not like ten pin bowling is it". No, it certainly isn't and long may it stay so.

Mike (The Strike ... I wish) Baker

Eric, Keith & Mike tucking in



AQSC Autumn Quiz Night

I'll say one thing for the Aquarius members they do like their quiz nights. The latest one on 14 October was Indian themed. Most questions were about the continent and its people. The buffet came from Richard's favourite Indian take away at Hampton.

The last quiz was Chinese themed and from the feedback I got people thought it was really difficult.

So why do I do these things? Probably because I'm asked to, so I make no apologies for the latest questions. I must say these kinds of quizzes aren't easy to come up with.

Finding questions that people will have any chance of answering is challenging to say the least. If you don't believe me just put 'Indian Quiz' in your Internet search engine and try answering some of the questions it will come up with.

Against some of those mine were positively easy. However I think that will be my last 'take-away' quiz. Having done Chinese and now Indian the thought of a Thai or Japanese based one fills me with horror.

Mike (www.take-awayquizzes.com) Baker

Three Men in a Boat

Following our recent cruises to Cherbourg and the Isle of Wight Lyn's cousin Paul suggested a 'lads only' trip to the Channel Islands. Well I wasn't going to turn up an opportunity like that so arrangements were made to depart on the 1st of June.

Paul's yacht is a Westerly 330 Regatta which is similar to the Westerly Storm in that both have GRP hull, deck and superstructure, fin keel, spade rudder and tiller steering. Their vital statistics are also similar at L.O.A.: 10.11m 33ft in, L.W.L.: 8.21m 27ft., Beam: 3.52m 11ft 5in., Draft: 1.68m 5ft 6in., Displacement: 5,130kg 11,310 lbs and Ballast: 1,910kg 4,210 lbs.

"Freetime of Hamble" sleeps six but with only three of us on board personal space was never going to be a problem. Just as well really as there was enough wine and beer on her to start our own pub.

Day 1: The crew consisted of Paul, skipper and owner, Alex Collinson, a retired sub-editor on the Financial Mail on Sunday and me, Mike (Over Easy) Baker. I suppose you could also count 'George' but he's electro mechanical and only works when he's switched on and steering the boat.

We left the Mercury yard on The Hamble River at 15:45 and arrived at Yarmouth, on the Isle of Wight at 18:45. With the harbour packed for the Old Gaffers Weekend and because we wanted to make an early start the following morning we picked up a buoy outside the harbour and used the Avon to go ashore for dinner at The George Hotel bistro.

Day2: We departed Yarmouth at 07:00 clearing The Needles at 07:45. The sea was flat calm with hardly any wind to speak of. We had debated our first destination over dinner the night before and had agreed on Alderney. So, between the mainsail and Freetimes big Yanmar diesel thrumming reassuringly we set off.

Paul settled on one hour watches/helm duties each. By 14:00 we were crossing the mid channel E-W shipping lanes. It's like the M25, only the juggernauts weigh thousands of tons, and also being a bit hazy a careful watch on the radar plot helped no end. We finally arrived at Braye Bay in Alderney at 20:15.

Just short of the Island we spotted a small whale which eased past our starboard side not fifty feet away. No lack of wind problems for him. After picking up one of the harbour mooring buoys we went ashore for dinner at Bump's Eating House which completed a very pleasant day and a good crossing.

Day 3: Was spent exploring Alderney which is still littered with wartime German military installations including one enormous observation tower known locally as 'the juke box'. It's so big the islanders haven't found a way of demolishing it. Apparently, at one time, they did consider blowing it up but thought better of it as it would have smashed virtually every window on the island they decided to leave it alone. I thought it was mis-named; it looked more like a stack of three CD players piled on top of each other.

Amongst the more recent German architecture you can also find earlier Napoleonic forts, including The Arsenal and Fort Albert.

We lunched at the Alderney golf club which has the most amazing course. Nowhere seemed to be flatter than about 25°. A common problem seemed to be losing golf balls over the edge of cliffs or down old wartime communication trenches.

We ended up in the capital St.Anne, which is delightful, albeit very small and mostly closed. That evening we had dinner at the famous 'First and Last' restaurant overlooking the harbour.

Day 4: We departed Alderney for St Peter Port on Guernsey at 06:30. We left around the south of Alderney and ran out through 'The Swinge'. This is a stretch of water which runs between two rock formations, about half a mile apart, that rear up out of the sea. The sea is like a mill race and turbulent with over falls caused by deep water being forced upwards over the rough seabed terrain; Just the thing to get the heart racing first thing in the morning.

We arrived at Guernsey at 10:15 having negotiated the Little Russell route in and tied up on one of the many visitor pontoons in St.Peter Port harbour.

After a late breakfast on the quay we spent the rest of the day exploring the town and downing a few at SPPYC before having dinner on the rather agreeable outside balcony at Christies.

We had a less agreeable diversion as a couple of local yobs knocked seven bells out of each other in the public garden below.

Day 5: We went for a No.7 bus ride around Guernsey and stopped off at Forest to visit the German Occupation Museum. The Channel Islands were the only British territory to be occupied by the Germans during the Second World War and the museum tells the story of the occupation from June 1940 to May 1945. The curator looked like he had never been liberated but perhaps he was just having an off day.

After we completed our tour of the island we returned to Freetime and set sail for Sark at 16:30.

We arrived at 18:00 and picked up a mooring buoy under the cliffs at Havre Gosselin having passed the fabulously wealthy Barclay brothers island of Brecqhou, crowned with its pseudo-medieval castle, on the way in. We dined on board that night, our rough and ready meal washed down with one or two bottles of Merlot, as I remember.

Day 6: After breakfasting on the boat we launched the Avon and crossed to the steps at the bottom of the cliffs. The climb to the top must have taken three quarters of an hour zigzagging backwards and forwards up a path that must have been carved out by mountain goats.

Now people will tell you that cars are not allowed on Sark, and that's right. What they don't tell you is that everybody has a tractor. It's like tractor central on Sark, they are all totally mad.

One haven of sanity however was La Moinerie, a seafood restaurant situated between Seigneurie gardens and Port du Moulin. This is three hour lunch territory and worth every minute.

The rest of the day was spent playing chicken with the tractors, taking photos and food shopping. Having scrambled back down the cliff we were not inclined to try and re-climb it in the dark to go out for dinner so we brewed up a Spag Bol, opened a bottle (or two) and discussed the meaning of life. Yeah right!

Day 7: Slow start but eventually we slipped our mooring at 11:00 and headed for Carteret on the west coast of the Cherbourg peninsular. No particular reason for this destination except that Paul had never been there and it has a reputation for be an absolute bastard to get into.

Out past Little Sark the wind freshened and we goose-winged Freetime with the Genoa poled out using the yachts spinnaker pole. Although having a spinnaker pole Freetime doesn't have a spinnaker yet, I'm working on that.

We arrived off Carteret at 17:00 after a good crossing and motored into the marina which is at the end of a short, curving river estuary. The tide fall here is about four metres so you have to be very sure of your arrival and departure times.

At low water the marina is dammed by a substantial concrete sill. We moored against a French Westerly Fulmar and then walked into town to find some dinner. That night it really started to blow.

Day 8: Overnight, a yacht that had been pulled out and was on trestles up on the hard, was blown over and severely damaged. The owner, a Frenchman, was furious and stood for hours berating the boatyard staff.

We, meanwhile, set off for Carteret's sister town of Barneville which has a magnificent beach. When we got back the boatyard workers were removing the fallen yacht's mast, no easy task with a keel mounted arrangement and the yacht on its side. Eventually they extracted it and set about slinging the hull, all the time the owner hopping from one foot to the other and offering 'helpful' suggestions.

Though Carteret is quite a small place it did sport one or two very good restaurants and that night Alex and I ended up with a fruits-de-mer the size of the Isle of Wight. It was hell, but hey, someone had to eat it.

Back aboard Freetime Paul announced that we would have to make an early start the next morning because of the state of the tide.

Day 9: Up at 04:00 for a 04:30 start. Quick cup of coffee and we gingerly made our way out to the sill at the mouth of the marina. As we approached I spotlighted the depth indicators on the piles at each end of the sill. As we slipped between them I reckon we only had inches of clearance under the fin and any minute expected to hear a tell-tale grinding sound; but all was well and as we made our way back out to sea we passed Carteret's small fishing fleet preparing to put out from the wharf.

Our destination was Cherbourg and we set a course for Cap de la Hague on the north western corner of the peninsula.

The wind had come around during the night, we put in a reef and were able to sail most of the way covering the fifty or so miles to Cherbourg in eight hours at an average of almost six knots. As we passed the big nuclear power station on the tip of the peninsula the wind picked up to 18-20 knots and by the time we took the sails down to motor across Cherbourg's outer harbour we were recording lively gusts of 36 knots over the boat.

We moored on the visitor's pontoon at Port Chantereyne and promptly crashed out and slept for a couple of hours. Dinner that night was at a typical French port restaurant called Le Faitout on the rue Tour Carrée just behind the Basilique de la Trinité.

Day 10: Spent today exploring Cherbourg starting with a visit to the decommissioned nuclear submarine 'Le Redoubt' now in dry dock at the end of the Darse Transatlantique, just across from our moorings.

Really interesting and somewhat frightening at the same time when you consider the destructive power that kind of boat is capable of carrying - more than all the bombs used in the two world wars apparently. Next a visit to one of Cherbourg's perfume shops seemed to be a smart move to buy some presents for our absent 'other halves' followed by more sightseeing around the backstreets.

On returning to the boat the skipper decided that some housework was well overdue and we set to work washing the salt off Freetime's decks and fittings. No hosepipe ban in France. That night we ate in the harbour yacht club.

Day 11: Departed Cherbourg at 07:45 and headed for our waypoint off The Needles. The sea was flat calm and we motored all the way with a little assist from the mainsail.

Along the way we had an interesting pas de trios with a Brittany Ferry and a container ship that menacingly changed course each time we manoeuvred out of its way.

We arrived back at Yarmouth at 21:00 where we decided to spend the night. The log registered that we had covered the 75 miles at an average of 5.9 knots which we thought reasonable given the conditions.

Though it was late, we went looking for dinner and ended up at a new restaurant called 'On the Rocks'. Everything you ordered was uncooked and was served next to a hot rock, which you then use to cook your own food on. Novel we thought. The rock looked like a slab of granite about ten inches square and two or three inches deep. Actually the food was great and no chef to complain to other than yourself.

Day 12: Left Yarmouth at 09:20 and headed up and across the Solent towards Southampton Water. The wind was out of the east and we ended the trip with a great sail that really had Freetime down on her lee rails.

As we entered Southampton water, the wind died a little and it was time to down sails for the last time as we neared The Hamble. We motored back to the Mercury yard arriving at 11:45. Having offloaded and cleaned the boat we took her out to her permanent moorings in the river.

And finally ... I really enjoyed the trip. Paul and Alex were easy going and pretty laid back, though that could have had something to do with the amount of wine we got through.

Freetime is a comfortable and well equipped yacht to sail, while still demanding respect and sound sailing knowledge.

My thanks to them for everything they taught me and to Jan, Jill and Lyn for letting us off the leash for a few days to indulge in our own version of 'Three Men in a Boat'.

My special thanks also to Alex who edited this article and suggested a few changes. Well, what better person to do it than a professional sub-editor.

Mike (Over Easy) Baker

For Sale

Topper and Laser both good conditions
Duckling, good condition but needs new sail.
420 needs some small work; very good sails.
All offers considered, ring Pat Halling 020 8979 5707

Sailing Secretary Report - Richard Cannon

The first race of the season in March was in much better conditions than we expected from the weather forecast but then all of April was terrible except for the Mid-Thames Trophy event at Littleton. Although 6 Aquarius boats went only 4 sailed due to the strong wind and AQSC only managed 4th place.

Fortunately the Open Days at the start of May were better than forecast although there was little wind; the patrol boat and sailing cruisers with outboards were very useful for taking visitors out. The Open Days were very successful with 28 groups and 67 visitors; the most we have had this century and even more than we had to the Big Blue event in 1999. Five families soon joined and another five joined later in the year; an excellent result.

The Regatta on 17-18 June had very hot fine days but the wind was very light, variable and shifty; much

better for the Jazz/BBQ evening than for sailing. There was good support for the regatta and we had 5 novices, including 3 ladies, in the novice/ladies race; just as well there wasn't a strong wind.

Four Aquarius boats entered the Hampton SC Regatta Handicap fleet on 24-25 June; it also had very light or no wind except for the last race which was quite a good sail. Richard Cannon won the last race to get 5th overall and Charles Dennis was 4th overall.

From July onwards there were generally good sailing conditions. Five Aquarius boats and 15 members went to Bowl on 28 August where there was excellent sailing.

Late in the season several new families joined and we have had excellent support for racing, training and cruising.

The forecast for Wednesday 25 October was very wet, windy and cold but 3 families and others arrived; Richard

Cannon expected to be showing videos and teaching knots to 16 members. Although wet and cold the steady 7 knt East wind was ideal for training and 4 boats were out. Five children practiced capsizing the Pico and Topper and had a great time!!

In Memory Of

It is with great regret that we have to report the sudden death of Pat Shore. Pat joined AQSC, as a full TWA member in 1988. Her daughter Helen crewed for Richard Cannon for a number of years at the Hawker SC.

Pat's funeral was held on Friday 6 October at the Jamison Chapel, SW Middlesex Crematorium. Our condolences go to her partner Don Babbs and their family.

Mike (Over Easy) Baker

Indian Buffet - Richard Cannon

A few weeks earlier Richard had checked with the Riverside Indian Restaurant that they would be able to provide the food for the Quiz Night and he was surprised that it wouldn't be a problem as they are always full on a Saturday night.

It is difficult trying trying to judge numbers that are likely to come to social events that aren't pre-booked, and the intention was to firm up on the numbers when we could see the number arriving.

BUT when Richard went to the Riverside, at lunch time, with a list of dishes we would like there they couldn't prepare them because it was Saturday night!!

Tandoori dishes would be too difficult and they would need to know the number required well before members arrived. Richard told them it would be for a minimum of 20 and a maximum of 30 and asked them to suggest what they could supply.

They suggested Chicken Madras, Chicken Korma, Chicken Kashmiri, Lamb Dupiza, Mixed Vegetable Curry, Sag Aloo, Pilau Rice and it would help if we supplied bowls; this earned us a 35% discount.

Rodger Wheeler obtained Naan bread, Poppadoms, Chutney and Raitha from a super market. We provided 17 large bowls and which were all filled up; fortunately they would just fit in to the back of Diana Carpenter's Volvo and we managed the journey back without spilling any.

Richard had printed 30 tickets for members to buy and then got concerned if we would have enough food because all 30 were sold. There was an impressive display of food on the tables and we just had enough.

I have eaten at the Riverside Indian Restaurant many time and have always had a very good value meal as the buffet was; I can recommend it.

Stuart Schaffer did an excellent job washing up the bowls etc. at the end.

Note from Manuel Bonomo

Dear Anne and Nigel

Not a long time ago Frank told me something about a lovely little club on the river Thames. Well now I can say I know that place and that Frank was right about everything. But, more important I can say that I now know the people who make that place so special; lovely women and men, fond of the wind and of the river.

Thank you for all that you've done. May I offer you to spend some of your time at a lovely place on Lake Garda? My father and I will wait for you.

Un abbraccio,



Indian Quiz



Homerus Charity Dinner

On Saturday 2 September 2006 Aquarius Sailing Club held a charity dinner at the clubhouse in support of Project Homerus. I won't go into the details of Project Homerus again because Nigel covered that in the last newsletter and on the dinner booking form. Suffice to say it supports sailing for the blind.

The evening took the form of a wine tasting, a four course dinner, presentations and musical entertainment.

The guests of honour were Frank Rainsborough and Manuel Bonomo. Frank is a past Commodore of Queen Mary SC and the projects UK 'agent'. Manuel Bonomo is the son of the wine producer 'Cantine della Valtenesi della Lugana', who are a major sponsor of the project. The sponsorship results from the sale of their specially bottled wines. Manuel came over from Lake Garda specially for the AQSC dinner.

Some 44 members and guests started arriving at 7:30pm and were given the opportunity to sample the white, rose and red wines on offer.

Dinner was served at 8:30'ish and consisted of Antipasti, a pasta based main course, desert and cheese and half a bottle of each person's preferred wine to accompany the meal. The club house and tables were decorated to reflect the Italian influence on the evening and added quite an ambience to the proceedings.

After dinner Nigel invited Frank and Manuel to give a short presentation on Project Homerus and how the sponsorship money is used. They stressed that orders for the wine could be for any quantity and combination of type and all the profits from both the meal and wine sales went to Project Homerus. Wine can also be ordered after the event via Frank Rainsborough. His contact number can be found on the AQSC website.

After thanking them both for their input Nigel presented Frank with a club donation to Project Homerus. This was supplemented by sales of and orders for Cantine della Valtenesi della Lugana wines on the night.

Pat Halling and Mike Leigh then provided some musical entertainment on keyboard and Pat's very special violin. This seemed to be especially enjoyed by our Italian guest.

I think the evening was a great success. Both Frank and Manuel were very complimentary about it's organisation and the attendance at the dinner. Hopefully our contribution will help enable Project Homerus to continue training blind sailors and providing them with the boats, equipment and the logistics they need to enjoy a sport that perhaps we take for granted.

Thanks to everybody who contributed in preparing for the evening. Rodger, Nigel, Richard and Mike for getting the club house ready. Gus Colletta for preparing the meat sauce. Nigel and Anne for preparing the antipasti and cooking the pasta. Rodger for procuring all the cheese on a recent trip abroad. Mike and Pat for the musical entertainment. All the guys who acted as waiters on the night. Last but not least Frank Rainsborough who supplied all the wine and a whole raft of Italian decorations and table accessories. A good evening for a worthy cause.

On Sunday Frank and Manuel visited Aquarius again and had a very enjoyable sail to Hampton with Laurie Bridges in his cruiser.

Update: Since the dinner things have moved on. Both Frank and I have written to the RYA about Homerus and the dinner at AQSC. We understand that there may be a slot in a forthcoming Sailability Conference to promote evenings at other clubs such as the one we held at AQSC.

Mike (Over Easy) Baker

Return Of an Old Friend

We were sailing the club patio watching the Bosuns trying to stay upright in 4 gusting 6 when an old member approached carrying a piece of wood with a hole in it. Not unusual around boats and sailing but this was special - the return of one of our Aquarius Mains trophies which had been missing since the eighties and had been unearthed in his sister's attic.

There were three and they are probably fairly unique as sports trophies. They were made from sections of the original elm water pipes which formed the first water distribution network in London in the early 17th century (if you could afford it).

The 12ft logs were bored through and jointed together and fed from the New River, a canal which brought water from springs in the Hertfordshire hills to Clerkenwell. With the expansion of London over the previous centuries, clean water was always a problem.

You could use the Fleet or the Westbourne but these were pretty much open sewers or directly from the Thames, give or take the odd dead animal, or wells of doubtful quality in your back yard. Some areas had communal pumps but one of these in the Strand caused a Cholera epidemic which cost over 400 lives before it was shut down.

The water from Hertfordshire was not treated in the way it is today but it was certainly vastly superior and cleaner than any available before. The idea of bringing fresh water from a distance was not new, even Henry VIII supplied Hampton Court Palace with water from the springs in Coombe

We will leave Richard to work out who is going to keep the returned trophy polished in 2007 but in the meantime if anybody has any idea of where the third trophy we would love to have it back.

Manuel Bonomo



Frank Rainsborough presenting the AQSC cheque for £700 to Graeme Love, the Blind Sailing Representative, with Debbie Blachord the RYA Sailability Manager.



Social Calendar Dates For Your Diary

Sat 4 Nov	Working party from 10:30 to 16:30. Suggest that you bring gloves, wellies and tree loppers if you have them. A hot lunch will be provided. In evening Kempton Park Fireworks and a social with hot food at the Club afterwards. For cut price (£5 instead of £7.50) advance tickets contact Richard Cannon on 01932 786636 by Wednesday 2 November; meet & park at Richard's at 7:00 pm for a short stroll to Kempton Park
Sat 18 Nov	AQSC Annual Dinner starting at 7:30 pm
Sun 3 Dec 2007	AGM, Prize Giving and End of Season Party starting at 5:00 pm. Note change of date and time
Sat 10 Feb	Ladies Night
Sat 17 Mar	Start of Season Party
Sun 25 Mar	Start of sailing

Aquarius Sailing Club Annual Dinner Saturday 18 November 7:30 for 8:00

The annual dinner will be held in the Clubhouse:-
 Dress: Smart/Smart casual
 Price £23 (**£25 after 10 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; 10 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 10 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 10 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 10 November when any remaining tickets will be allocated.

If anyone has items they would like to donate to the raffle would they please leave them behind the bar, by the previous weekend, for Anne Bond to wrap.

Kempton Park Fireworks Saturday 4 November Richard Cannon

Last year the Kempton Firework display didn't materialise due to installation of an all weather and floodlit course.

This year there will be a fireworks display, the largest in Greater London, for us to visit and then return to the clubhouse for soup & victuals.

Tickets in advance can be obtained from kemptonfireworks.org.uk, up to 1 Nov, for £5 avoiding queuing on the night and. saving £2.50 over the 'on the night' price of £7.5.

Alternatively Richard Cannon can obtain advance tickets for members from a local shop for £5; please ring him on 01932 786636 by 2 November if you would like him to buy you tickets.

Members can meet & park at Richard's house, 77 Saxonbury Avenue, Lower Sunbury, by 7:00pm, for a short stroll to Kempton Park.

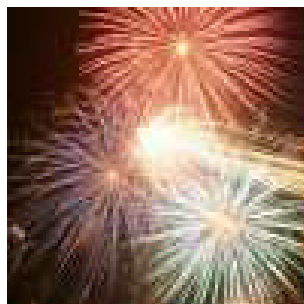
Annual General Meeting, Prizegiving and End of Season Party Sunday 3rd December at 5.00 pm For 5.30 pm Please Note the Change of Date and Time.

This is the last event of the season and your support is greatly appreciated.

This is your opportunity to elect the Officers and Committee who will run the club in 2007 and your chance to raise any items of concern you may have.

The meeting normally lasts an hour and is followed by Prize Giving presided over by Richard Cannon and our End of Season Party with it's traditional mulled wine and mince pies.

Hope to see you there.
 Joan Bray



Working Party 4 Nov.

A working party at the club has been called for 4 November commencing at 10:30am.

There are a variety of things to be done both internally and externally. I suggest that you bring gloves, wellies and garden tools if you have them.

Your help would really be appreciated. A hot lunch will be provided.
 Mike (Chainsaw) Baker