



AQUARIUS S.C.

THE MAIN SHEET

Summer 2008 Edition

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The Commodore Writes - Nigel Knowles

Its newsletter time again!.....help!
What do I write?So much has happened ... but it is already captured in eloquent articles elsewhere.... and anyway it is not really "news"..... so why do we call it a "news" letter when it is really an informal record of Club life?

It is of course an essential feature of the Club, helping to promote the Club's identity and foster a sense of community.

That sense of community is currently very much in the minds of many of us as we recall memories of Bob Sumner who died on 10 July. Bob was a member for over 55 years and his record of service to the Club is remarkable. George Bray's appreciation is elsewhere in this newsletter.

As I write this we are already half way through the season and looking forward to some sailing in Chichester Harbour, courtesy of Chichester Yacht Club, on Sunday Aug 3rd. Richard has arranged this in conjunction with the Signet Nationals which take place from 2-8th August and CYC's "Family Week". We are assured of a warm welcome and according to demand will

take a variety of Club boats. If you wish to go please contact Richard asap. Also in August note that there is a BYO (Bring Your Own) Barbeque on Saturday 16 August, preceding a trip up river by patrol boat to view the illuminated sail past and fireworks.

The programme of improvements to the Club infrastructure has continued- the most significant - in terms of human effort and financial expenditure - being new windows and associated strengthening to the Club room. Plans are afoot to refurbish the galley, but once this is completed then Phase One will be complete: Phase One was the plan, hatched under Mike Baker's stewardship, to bring the Club facilities up to date and provide for current membership needs.

However nothing stays still and arguably the Club needs to embark on a Phase Two, in which we think how we should develop the Club for the future and we start planning how to implement it. The Committee will be discussing ideas over the next few months with a view to putting recommendations to the AGM in December.

I conclude with a number of reminders;

Please keep your berth in a tidy state. Untidy, neglected berths reflect badly on the Club and invite vandalism.

Please be aware of the correct gate etiquette: On Wednesdays, Sundays and other times when there is an organised Club event the outer gate (i.e the nearest one to Lower Sunbury Rd) should be left open with the chain locked in a continuous loop. The inner gate must be locked at all times, (unless there is someone present in the car park who has accepted responsibility to lock it when they leave; a member has had his car broken into). **NEVER** leave the the pad lock unlocked (we have had padlocks stolen). **ALWAYS** close the chain loop (a member has been locked in when the Water Board bypassed our lock when the loop wasn't closed).

No pets are allowed on the Club premises.

No bonfires are allowed. Please take your rubbish away with you.

Good sailing!

News of Members - Joan Bray

We warmly welcome the following new members and wish them fair winds and a happy time with Aquarius.

Frank, Tina & Adam Addouche
Derek, Toni, Katrina & Talia Brown
Michael, Katherine & Lucia Gatehouse
Ross & Ginger Howard
Trudi Hilton
Meriel & Marina Lowe

Jason, Cara, Ellie & Tegan Mullins

Frank Rainsborough & grandchildren Noah & Emilia

Sadly, we have to announce the death of Bob Sumner, a long time and respected member of the club. We send our deepest sympathy to Janet and family.

Newsletter

In April I received my first copy of 'Mainsheet' via email link and what a surprise, it was in colour. I'd completely overlooked that bonus.

As you can imagine by the time the newsletters published I've read everything it holds several times over so when it actually comes out I hardly give it a glance. Colour however gives it a whole new lease of life. We could have coloured text and go absolutely berserk with the title banner. I just don't think Richard will go for it though.

Mike (Over Easy) Baker

23 March - Start of Sailing Season

Now I know Easter was three weeks early this year but I'm not quite sure how to describe this. Something like river in flood, freezing cold and snowing, springs to mind. Anyhow not much sailing got done on the 23rd and the chocolate eggs remain unclaimed. Sunday the 27th (the Eastern Orthodox Easter) was eventually set to decide who got the eggs.

As far as I can tell six boats competed and very democratically everybody ended up with an egg. Actually I thought Richard would have eaten them all by then because you've only got to watch what he can do to a Mars bar. I thought the poor old eggs wouldn't stand a chance, but I was wrong. Mind you if they'd been curry flavoured it might have been a different story. I did eventually get the truth. Richard had been so engrossed and single-minded in re planking ST368 he clean forgot all about them.

Mike (Even I got one) Baker

19 April - Mid Thames Trophy

This year's event was hosted by Hampton SC. On reflection I think HSC have won this trophy more times than any other club. Their Enterprises & Merlin Rockets are a force to be reckoned with. The following received from Graham Thompson.

Oops, er Sorry! Well, not quite so sorry really. Having been the object of a torrent of abuse I appear to have suffered a sympathy malfunction, and looking back now I experienced nothing more than a warm glow inside; useful to have insurance, though.

So how did it happen? It was one of the starts for the Thames Trophy held this year at Hampton. Three boats were sailing parallel to the line on port tack. I was B (Bosun) and A (Solo) was ahead of B and C nice new Solo). In the normal course of events A would have tacked at the bank and returned along the line on starboard, making it

possible for B to follow, leaving room for C to tack at the bank. A tacked and immediately stalled his boat with about 4 feet between his transom and the bank. C called for water, but turning to windward would have caused B to ram the side of A. I therefore went for the gap behind A, as did C. I hit A a glancing blow on the rear quarter and crushed C against the bank.

In the adjudication A was judged not to have been involved as he was on a starboard tack (certainly he seemed totally unaware of the mayhem to which he had contributed) and I was judged to have failed to give room to C, being windward boat. My response that I was forced to sail a course to avoid a collision with A was not accepted.

Conclusion - avoid such incidents, but if you can't, sail a tough boat like a Bosun, and have insurance.

Graham Thompson

Renovation Update

Following a surveyor's visit to the clubhouse on 23 March Bodgitt placed an order for the new clubhouse windows a couple of days later. The quoted delivery time was quite sporty and installation work was expected to be able to commence, weather permitting, in early April.

Meanwhile the race control box was finished. The refurb included new front and side windows, new door, new heavy-weight castors for ease of movement and simplified electrics.

The new clubhouse windows were in fact delivered on 5 April. Bodgit & Son were at the club on the 4th doing a variety of tasks aimed at clearing the decks so that the window replacement work could actually start on the 7th.

On Monday Bodgit & Son, aided by Bryan, stripped out the ceiling and internal lounge riverside wall to expose structure & inserted acro's to support the roof.

On Tuesday we removed the old windows, frames and support structure and using 4"x2"s started to rebuild the new structure required to support the roof and new windows.

On Wednesday there was ongoing structural work inside and outside and we started reinstalling the new UPVC window frames.

On Thursday the window frame installation was completed together with the major structural work. Some external cladding, as required, was replaced including shiplap and panelling above the windows required to mount the new guttering. Also inserted cable runs for three new double power points on the riverside wall.

Friday we completed the external cladding and then started replacing the internal cladding above and below windows, including rockwool insulation; installed new window glass. Removed acro's and made ceiling safe; cleared up club for weekend activities.

On Monday we fitted internal window architrave and window sill; continued with fitment of internal cladding and skirting boards. Creosoted external boards above windows ready for guttering installation and trimmed back excess roofing felt.

On Tuesday we had a day off but bought a number of items needed to complete the job.

On Wednesday we finished internal cladding and skirting boards and primed ready for top coating. Finished internal window architrave and completed external window architrave. Constructed and rigged the steel cable cross bracing to be fixed across three of the roof trusses; started installing new suspended ceiling above windows.

On Thursday we top coated internal cladding and continued with installation of new suspended ceiling above the new windows.

At this point Bodgit and Son stopped until the end of the month. Shall we just say that two weeks continuous work down at the club tends to leave 'senior management' feeling a little neglected? What Bodgit & Son learned was what we already knew. It's much easier to build from scratch rather than try to incorporate something into an old (sagging) structure. Unfortunately there was no option, the existing windows were on the point of falling out and were a serious Health & Safety issue. Just some curtains or blinds to put up to finish the job completely.

Monday 28th

The work party on the 26th got most of the waterfront painting completed. Today the guttering was installed and the scaffolding towers, which have adorned the club for three weeks or so, were finally dismantled and put back into storage. Before quitting time the cross bracing across the roof trusses was installed and tightened up.

In June Bodgit senior installed a new curtain rail and the old curtains were put back up. Job done.

Mike (Over Easy) Baker.

26 April - Working Party

The first working party of the year and there's always lots to do which included slipping our Yanmar powered rescue boat for a clean up and re-paint, a much overdue job. There was external painting to be done plus the usual ground work. Weeds and grass don't stop growing for anyone. The day got started around 10:30am with a cup of coffee and then the work was divided up amongst the following stalwart members:-

Brenda Allen
Tony Allen
Liz Archer
Ken Ayres
Mike Baker
Anne Bond
Leo Bond
Laurie Bridges
Richard Cannon
Diana Carpenter
Peter Carpenter
Ben Chipps

Michael Chipps
Brian Clements
Madeline Hatton
Keith Hatton
Jean Hendra
Michael Hendra
Tony Hopkins
Pat Irving
David Jennings
Nigel Knowles
Hanna Lunniss
Dominic Lunniss
Onie Lunniss
Robbie Lunniss
Simon Lunniss
John Neale
Graham Thompson
Joan Walkden
Linda Wheeler
Rodger Wheeler

My apologies if I have missed anybody, it's easy to do. As you can see 32 people came to help on the day, our largest number ever.

Team 1 painted the club exterior, Team 2 stripped the old paint from the boards under the Bosun's Store, Team 3 dug out the spoil from under the quarter deck which was left over from its construction and Team 4 handled ground works from the trailer park all the way up to the moorings. Team 5 made sure there was tea and coffee available throughout the day and prepared a hot, sit down, lunch for everybody.

Although Nigel thanked everybody on the day he has asked me to emphasise how much all the hard work was appreciated in getting the club looking its best for the open weekend. First impressions are important and I think the old club is now looking like a place that, hopefully, members feel is progressing and that visitors would like to become a part of. Again, a big thank you to all the above, for a job well done.

Mike (Over Easy) Baker



Working Party Lunch provided by Diana Carpenter

1st & 2nd March - Dinghy Show Feedback from the RYA

The number of visitors on Saturday was reported as on par with the previous year. Apparently attendance dipped on Sunday, as a consequence of Mothers Day, the RYA said, resulting in an overall attendance figure of 9,053.

The show will continue at Alexandra Palace and next years dates will be 7 & 8 March. I have to admit I go to Alexandra Palace because I have to. If the SCOA didn't have a stand at the show I doubt I would bother unless I was seriously in the market for a new boat and wanted to take a close look at something.

From a futures point of view it's just not attracting enough new people. I don't believe the RYA has ever collected or released figures for new-comers attendance but my guess is it would be very low. In other words it's preaching to the converted and mainly relying on existing and borne-again sailors returning after the usual domestic interruptions and with any luck bringing their offspring with them.

Mike (SCOA Stand Manager) Baker



Windows being replaced

12 April - Indoor Olympics

Last years event was so popular that a re-run was scheduled in this year's calendar. Beijing is watching with interest. These Olympics were to have been organised by Team Lunniss with many of the original events being repeated, however at the last minute they had to be postponed because of the ongoing window replacement work at the club. Apologies for that and hopefully they will be re-scheduled for sometime later in the year.

10-11 May AQSC Open Weekend

Radio Jackie started advertising the open weekend on Monday 28 April and during the following two weeks it was mentioned several times. Over a hundred posters were printed and distributed and the Citylocal Richmond website carried our advert for three weeks prior to the event. However the most successful form of advertising seems to have been posters in local venues, school magazines and our roadside banner at the main gate on the Lower Sunbury Road.

Saturday got off to its usual slow start. The sunshine beat down but there was zero wind and a lot of visitors ended up having to go out in the safety boats.

Nigel's plan for an evening DIY BBQ was a real winner with 40 members turning up and cooking an amazing variety of goodies.

Sunday got underway almost as soon as the gates opened. The conditions, by contrast to Saturday, were perfect with a good breeze blowing straight up the river. Our helms were hard pressed to cope with visitors requests for a sail.

31 groups consisting of 65 people visited the club over the weekend. This was a great result, albeit the incredible weather probably helped as well. If even half those visitors apply for membership we will have done incredibly well.

Thanks to everybody who worked so hard before and during the weekend. You only had to be around the club on Sunday to see that it was all worth while.

Mike (AQSC Publicity Officer) Baker

SigneT Open at Grafham Water - 12 July

I travelled up to this meeting with Keith and Madeline Hatton and Roy Melsom. We used Keith's dinghy ST858 and, in addition to sailing in the open, planned to use this event as a work up for the Nationals being held in less than a month's time.

We stopped off on the way for Roy to pick up his boat (ST761) at Little Paxton, where it had been undergoing some repairs. By the time we got to Grafham, rigged and went to the briefing we only just had time to get changed and out to the line.

The course was trapezoidal (I've leave you to figure that out). You had to go through the starting gate each lap and there were fast and slow handicap fleets starting five minutes apart but racing on the same course. The wind was NE force 3, sunny to overcast but no rain. The water temperature actually felt warm. The sailing was fast, furious and one hell of a ride.

Apart from competing in the Beds & Cambs Regatta, sailing under the Cambs flag, no. don't ask how come; the four SigneT's were also contesting their second 'open' of the year (a sort of race within a race).

The slow fleet was made up of 23 boats. There were three races throughout the day and at the end Keith and I

were 14th and Richard Cannon and his crew Rob Britton were 15th. From a SigneT point of view the first race finished with Richard and Rob 3rd and Keith and I 4th, not a good start!

After lunch things got better with some fast and close racing, especially between ST386, ST858, and Tom Field & Roy Melsom in ST761. ST858 won the second race with ST368 second. ST368 won the 3rd race with ST858 2nd.

So, at the end and after discard Richard and Keith were tied on points but, unfortunately for us, under RYA racing rules the last race result counts to break such a tie. That was won by Richard so he came first, with ST858 a very close 2nd.

It was a great days racing in perfect conditions and a good work up for the SigneT class nationals being held at Chichester YC in three weeks time.

If you ever get the opportunity to sail at Grafham Water you should grab it with both hands. It's a superb venue (a la Bewl Water) with absolutely no wind obstructions. It makes you wonder why we bother to sail on the river at all.

Mike (temporarily The Saint) Baker

He Swings Through the Trees with the Greatest of Ease

Intriguing title? If you were at the club on 15 June you will understand. Our intrepid Commodore brought down a serious 'big boys toy' in the shape of a Cherry Picker. This amazing piece of kit is more usually seen being used by council workers to service street lights etc.

Nigel had hired this one to do some work at his home but brought it to the club on the last day to trim the willow tree located just above the reservoir overflow. This tree was getting out of control and passing a boat underneath it was becoming problematic. The cherry picker made pruning it back a little safe and easy.

I was going to get Nigel to use it to install my new Windex at the top of ST369's mast but Richard bagged it first to prune another tree in his front garden. We've used some interesting tools at AQSC over the years but this one was top banana because of how easy it made getting to high, overhead places.

Mike (Over Easy) Baker



Cherry Picker folded
It extends to reach the
top of a house.

28-29 June AQSC Regatta and Greek Evening

Friday the 27th and a small bunch of 'volunteers' turned up early evening to get the place ready for the weekend. There was Greek food to prep, the quarterdeck to be tented over and a hundred and one other things to ensure the weekend went without a hitch.

On Saturday the first race got underway at 11:30. A gusty wind was blowing straight down the river. The Race Officer set upstream and downstream marks with a dog leg between them. In fact this course was used for the whole of the weekend, or maybe the OOD just couldn't be bothered to change it.

Ten boats started the first race. Charles managed an early capsize and a couple retired for various reasons. Richard Cannon won on PH and Charles Dennis won on BH. I had to leave early afternoon so I missed the two afternoon races (results on the website) and the Greek Evening. I understand the evening was a great success, everybody I spoke to the next day raved about the food, well done Rodger and all the ladies that helped prep it all on Friday night.

The weather on Sunday was a little less gusty but still provided some lively sailing for the two races. Richard won both on PH and BH. Towards the end of the afternoon Nigel held his annual 'fun event'. He released a number of wooden geese upstream and every dinghy raced upstream to collect as many as possible; crazy really but a lot of fun.

Next a pair of Lasers raced from the bank around the outer distance mark and back. Each time they collected another crew until each had something like half a dozen people on board. Eventually most transferred onto one Laser. It sailed with something like ten up with the whole hull submerged.

The regatta tea was outstanding with a huge variety of sarnies, cakes and, of course, strawberries and cream. Again thanks to Diana and the ladies for the prep and to Joan and George for picking all the strawberries on Saturday.

Altogether a good weekend with the best sailing conditions we've had this year. Thanks, on behalf of the club, to everybody involved with its organisation, good job guys!

Mike (Over Easy) Baker

Remembrance of Bob Sumner

Bob was a member of the club for most of its existence and Joan & I have very fond memories of him over the years.

He joined in 1950 but not having a boat at the time and being a skilled craftsman, he decided to build a 14ft Sharpie in the spare bedroom at his parent's home but on completion was unable to get it down the stairs. He solved this by removing the bedroom window, lowering to the ground and removing both the kitchen and front doors to attain the street. Over the years, he built many other boats culminating in the Dutch barge "De Waterman" which he built in his back garden having tested a scale model in the wave tank at his work at the National Physical Laboratory.

Bob served the club for over 30 years in various capacities as Bosun, Harbourmaster, Rear and Vice Commodore and there are many examples of his work about the club notably the Bar which he built with the help of his father.

He always seemed cheerful in approaching the most awkward of problems and many will be grateful for his advice and help over the years.

He had many other interests. He was an accomplished Square Dancer often going abroad for exhibitions and competitions. He and his group put on a Square Dance for the club but regrettably we proved to be better sailors than dancers. He also was greatly interested in the engineering side of large gauge model railways and pursued this interest both in Hillingdon and in Norfolk.

After divorce from his wife Vi, he found happiness with Janet and after retirement they moved to Norfolk but he never severed his ties with the club and he would frequently be seen pottering about the moorings or on Waterman.

Goodbye old friend, rest in peace, you will always be remembered with affection by all who knew you.

George Bray.



Bob fitting out De Waterman
Picture by Bob

AQSC Management Committee Meetings

Don't forget that copies of the monthly Social & Management Committee meetings minutes are posted in the clubhouse a few days after the meeting for members to read, should they wish.

South in a Westerly and into 'The Siege of Cherbourg'

Monday (26 May 2008) and I have just returned from what the British newspapers dubbed the 'Siege of Cherbourg'. This was a somewhat evocative statement but intrinsically true.

Since Monday 19 May yachts and motor cruisers entering Port Chantereyne marina at Cherbourg have been blockaded and denied access to leave. This also included all French pleasure craft for which Port Chantereyne is their home port. The blockade was operated by French fisherman at Cherbourg which is the base for a large fleet of small and ocean going trawlers. Other fishing ports along the northern French coast where similarly affected. On Wednesday 21 May this action was extended to passenger ferries operating out of fishing ports.

The dispute centred on the increasing cost of diesel. This issue is likely to spread across Europe during the summer with road hauliers planning protests in London during May. Red diesel is due to be withdrawn in the UK in November 2008 under EU directive. One can't help feeling some sympathy for the French fishermen but it was France and other founder members of what is now referred to as the EU that introduced the directives that are now causing the trouble.

Interestingly, when the French people don't like this there seems to be one rule for them and another for everybody else. The action they took at Cherbourg, and elsewhere, would be deemed as illegal anywhere else but when has that ever stopped them, especially when their own authorities stand by and do nothing. I can't help wondering what would happen if our fisherman were to place a steel hawser across the entrance to one of our harbours and refuse to let boats out. I'm pretty certain they'd be arrested and the obstruction removed before they had the chance to light their first oil drum brazier.

Our cruise on 'Freetime of Hamble' started on Saturday 16 May. Paul Haddock, the owner, Ken his son and I sailed from the Mercury Yard on the Hamble River to Lyminster. On Sunday 17 May we put into Poole Harbour mooring at Parkstone YC. Ken then left us there and returned to Hamble on the train.

Monday 19 May - At 05:00 Paul and I cleared Poole Harbour and headed for the Cherbourg Peninsular. The wind was NE 4-5 and the seas pretty choppy with wind over tide. The crossing was

'boisterous' to say the least and we eventually arrived at Cherbourg at 16:00.

We crossed the outer and inner harbours without incident taking down the sails as we went but as we motored up to the entrance to the marina all hell let loose. Cables were strung across the entrance, backed up by a variety of small fishing craft. We were waived off and told the marina was closed. We reversed away and circled out to starboard where we eventually dropped anchor. Even here the wind was howling and the swell was enough to make you keep a wary eye on the anchor chain.

We spoke to another Westerly on the radio that was moored near us and discussed the situation. At around 19:00 we had just decided that we would have to eat on board and set an overnight anchor watch when the blockade opened and one of the smaller fishing boats came out and informed us we could now go into the marina. Several boats which had arrived by now immediately formed up line astern and entered Port Chantereyne. The boom closed behind us and we were in the bag. This pattern was repeated every night and by the end of the week there must have been several dozen British, German, Scandinavian and other nationality boats moored up on the visitor's pontoons.

Later we were told by marina manager Pascal Maguerez that there was to be a meeting between the fisherman and the government on Wednesday. He went on to say that while the marina was blockaded Port Chantereyne would not be charging berthing or hot shower fees. It must have been the day before that a British diving boat broke out by following a French trawler. He got away by out-running his pursuers according to the papers. He was amongst the last to escape this way. The fishermen got a lot more wary after that episode.

Tuesday 20 May - Awoke to a lot of shouting. A British motor cruiser had tried to leave and was turned back at the entrance. Flares were fired and bottles thrown but nobody was hurt. One or two other boats tried their luck that day but were forced back. After dinner that night Paul and I walked out to the marina wall. The cable across the entrance was nearly an inch thick, not the sort of thing you'd want to run into, let alone get wrapped around your prop.

Wednesday 21 May - The tall ship Royalist, which was moored up on the

waiting pontoon, put out at 18:00. She was allowed to go because she was classed as a commercial ship with a schedule to keep. Again boats tried to follow her but the fishermen were expecting this and quickly closed to blockade to stop them.

Thursday 22 May - The boat owners had a meeting on the pontoon with the British Consul and the marina manager. The Consul, who was French, looked uncomfortable and shuffled around in a duffle coat and scarf. After a lot of waffle his advice was to sit tight and wait. He got a real earful from some of the owners in terms of what he, the Major, the Gendarmes and the Government should be doing to lift the blockade. He didn't stay long. Shortly after that meeting three large sea going trawlers came out of the old harbour, passed through the blockade and turned to starboard into the commercial part of Cherbourg Harbour.

Paul and I had decided to leave Freetime and catch the evening ferry to Portsmouth. We ordered a taxi to go up to the ferry terminal but as it arrived the marina manager came out and informed us the terminal had been blockaded by the aforementioned trawlers and the incoming ferries had turned back mid channel, in fact all ferry ports that shared a harbour with fishing vessels were effectively closed. We were beginning to feel really trapped.

Friday 23 May - There was another meeting with the British Consul at 11:00 but no real news. It was thought ferries were still operating out of Caen but were oversubscribed and the trains infrequent because of another issue with the rail workers which had to do with pensions. During the meeting Pascal, the marina manager, suggested a BBQ that evening on the marina wall. He would arrange everything, no charge.

That evening Paul and I had drinks on the next door Westerly Corsair and then we all wandered up to the BBQ. The marina restaurant supplied potatoes and salad and surprise, the fishermen supplied the fish. They even sent a couple of their number over to eat with us. Cheeky buggers! Actually it was an enjoyable evening, a lot of wine and beer was consumed and some ex-military crews started plotting escape. Some of the crews that had arrived that night looked very perplexed as we chatted with fishermen and discussed their problems over a drink.

Saturday 24 May - Still no news and it was a lousy day, very windy and plenty of rain. Most people battened down, opened a bottled and dived into a good book.

Sunday 25 May - Still no resolution so we decided to leave 'Freetime' in the marina and head for Caen and a ferry home. The marina office said there was a train just after 14:00 and a ferry to Portsmouth at 16:15. After breakfast on the boat we cleared up and taking an absolute minimum we wandered up to Cherbourg station. The trip to Caen through Bayeux took just under an hour. At Caen we grabbed a cab down to Quistreham. There were a lot of vehicles on the dock but not many foot passengers.

The crossing took six hours, plenty of time for a good dinner and to read

the papers. Of special interest were the articles about what was going on at Cherbourg! The crossing was very smooth, definitely at odds with the weather forecast we had listened to that morning. Another taxi back to Hamble and Paul was home. I got back to Epsom early on Monday morning. We heard later that a British yacht tried to slip out of Cherbourg as the fishermen allowed a French boat in. Apparently she was rammed and a cable dragged under her presumably intended to foul her prop.

And finally, at the time of writing we still have to go back and bring Freetime home. I have no bad feelings toward the French fisherman and the action they took. I do have a problem with the French authorities for not taking immediate action against what in

any other country would be an illegal action. They did nothing and even today (27 May) the action taken yesterday to open the Cherbourg blockade for a couple of hours and let boats leave, was taken by the fishermen, not through any action taken by the French authorities.

I must stop going to Cherbourg, eventually I go near the place something untoward happens. Trouble is if you cross the channel it's the obvious first port of call, unless you're prepared to push on around Cape de la Hague and head for the Channel Islands.

And finally, finally. Paul and Ken brought 'Freetime' back to the Hamble in mid June ahead of further threatened action by the French fishermen.

Mike (Over Easy) Baker

A Greek Night Aquarius Style 28 June

This was one huge nosh-up ! What a wonderful spread was produced by many hands.

Rodger Wheeler steered us through the menu, starting with mezes, dips and Nan bread through mouth watering Moussaka and on to the fantastic Baklava and Kadaife, which were to die for.!

With Greek music in the background we dined on the quarter deck and enjoyed an amazing and marvellous evening; the success of which was due to Rodger's organisation and the work of a lot of people behind the scenes. But if you weren't there, you missed a real treat.

Pat Irving

Skittles Evening 19 July

Our annual match against Lyn's Badminton Club was again held at The Grantley Arms at Wonerish near Guildford. There was no evidence of the damage done to the front of the listed building last year when a van failed to negotiate the bend and crashed into the pubs porch. They only opened that night because we had booked the skittles alley.

This year twenty-seven people turned up for the game which is a little down on past years. Nevertheless it was a good evening with four or five games being played, more or less to the rules, and to great hilarity. Supper was served at 20:00 and for a while it went very quiet. This year Aquarius SC won the team prize with John Money the highest scoring man and Diana Carpenter the highest scoring woman. Sure to be a re-match next year so don't forget to book early.

**Mike (Knock 'em down)
Baker**

20 July - Just another Sailing Day?

I don't think so! By 10:00 we must have had nearly twenty youngsters in dinghies on water, in the water, on the bank or in the safety boats. They were everywhere and having a ball. This was the brain child of Simon Luniss with more than a little input from our Commodore Nigel Knowles.

There were boats going everywhere with a lot of happy kids having a lot of fun. Towards midday Nigel decided they should all have a crack at collecting his wooden ducks. They were duly chucked in the drink well upstream and allowed to drift downstream to be picked up by the waiting boats. Now you might think they might have thought that a little naff but no, they insisted on doing it all twice.

In fact the only thing that got them off the water was the smell of hamburgers at lunchtime, closely followed by crisps, coke and Mars bars and then they were straight back onto the wet stuff. This time however we managed to get some of them involved in the afternoon racing. We had eleven boats out there at one point.

At the end of the day, long after everybody else had come ashore the Pico, with three boys and one girl, aboard had to be 'captured' and towed back to the club, otherwise they would still have been out there.

It was one hell of a day and a lot of fun. Note to helms: double check the course board even if you think you know what it is.

Mike (Over Easy) Baker



Social Calendar Dates For Your Diary

2008

3-8 Aug	Chichester Yacht Club Family Week visit
Sat 16 Aug	Bring Your Own BBQ then a patrol boat trip to view the Sunbury Regatta illuminated sail past and fireworks
Mon 25 Aug	BEWL VALLEY SAILING CLUB Family Sailing
Sat 13 Sep	General Knowledge Quiz by Mike Baker with fish and chips supper
Sat 11 Oct	Pat's Hungarian Gypsy evening
Sat 1 Nov	Fire Works at Kempton Park then soup & victuals at Club provisional.
Sat 15 Nov	AQSC Annual Dinner
Sat 6 Dec	AGM, Prize Giving and End of Season Party
Sun 14 Dec	Cheats Christmas lunch & family games

2009

Sun 18 Jan	Lunch and sailing rules session
Sun 15 Feb	Ladies Day lunch
Sun 1 Mar	Lunch and frostbite cruise/scavenger hunt
Sat 21 Mar	Start of Season Party
Sun 29 Mar	Start of racing

Chichester YC Visit

From 4 to 8 August Aquarius members can enter the Family Race Week at Chichester YC; some members will be sailing in the SigneT National Championships that is within Family Race Week. Come and enjoy open salt water sailing.

Entry fees range from £30 for adults with a 2 handed boat to £7.50 for under 16 with a single handed boat. A single day entry is £7 adult and £3.50 under 16. Harbour dues are £3.50 for up to a week. Detail are on the AQSC web site.

Members can also visit and cruise on Sunday 3rd (no club racing) however temporary membership is costly (£10, £4 under 18, £2.50 boat) compared to Family Race Week; there may be a reduction as a member of AQSC so it is **important** to bring your membership card. Please let Richard Cannon know if you expect to be going by ringing 01932 786636.

High tide varies from around 14:00 on Sunday to 17:14 on Friday. Launching is easy from 1½ hours before to 2½ hrs after high tide; launching becomes more difficult outside these times. See the web site and the Spring newsletter for more details

Richard Cannon



Sailing Secretary Richard Cannon

Unfortunately the year has rather continued the way it started. The first races for the Easter Eggs couldn't be sailed because there was a lot of current and very little wind.

The Mid Thames Trophy event, held at Hampton SC (HSC) this year, was bitterly cold but the 12knt gusting 23knt East wind gave very exciting sailing with many capsizes. The following day we had a good sail at Aquarius.

The late May holiday visit to Bewl was cancelled due to the extremely bad weather forecast; the right decision because there was no sailing there due to gusts of 40knts..

June started with a lot of current and racing was cancelled on the 2nd Sunday. There was very good sailing at the HSC regatta although the Sunday was extremely windy with every race having gusts of over 30knts; there were many capsizes and it was very good for the spectators.

Our regatta the following weekend was fortunate to provide good fine sailing weather on both days; the best sailing for a long time

Even one Sunday in July there was too much current to sail upstream so the boats were towed to beyond the lock to race back and on another there was no wind to race.

On 20 July Simon Luniss organised sailing for the juniors and their mates. Conditions were ideal and over 20 youngsters had a superb time. The following Sunday several families returned and some joined the club. This needs to be repeated.

Juniors being briefed

Mid Summer Madness !

Twilight Cruise 16 July Richard Cannon

Conditions were much better this year for the evening cruise up to the Magpie, Sunbury, for dinner; the weather was fine.

Also up to 30 minutes before leaving the boats were having a very good sail but as 18:30 approached the wind died for the 5 boats sailing; although they managed to get half way before needing a tow by the patrol boats.

The cruisers of Don Barnet and Peter Clayton were very useful for taking members up in comfort. There was a very good turnout of around 21 members.

Although at lunch time Richard Cannon had informed the Magpie we were coming there was a serious shortage of food.; many dishes had sold out and there was no salad for the many dishes that required it. The chef was feeling under a lot of stress and they got more salad from the local Budgens store.

It was a very enjoyable event. Peter said that the Phoenix, another nearby pub, had improved greatly and we will try that next time.



Boats moored at the magpie